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The Journal of the Fire Protection Profession

MARCH 6, 1929

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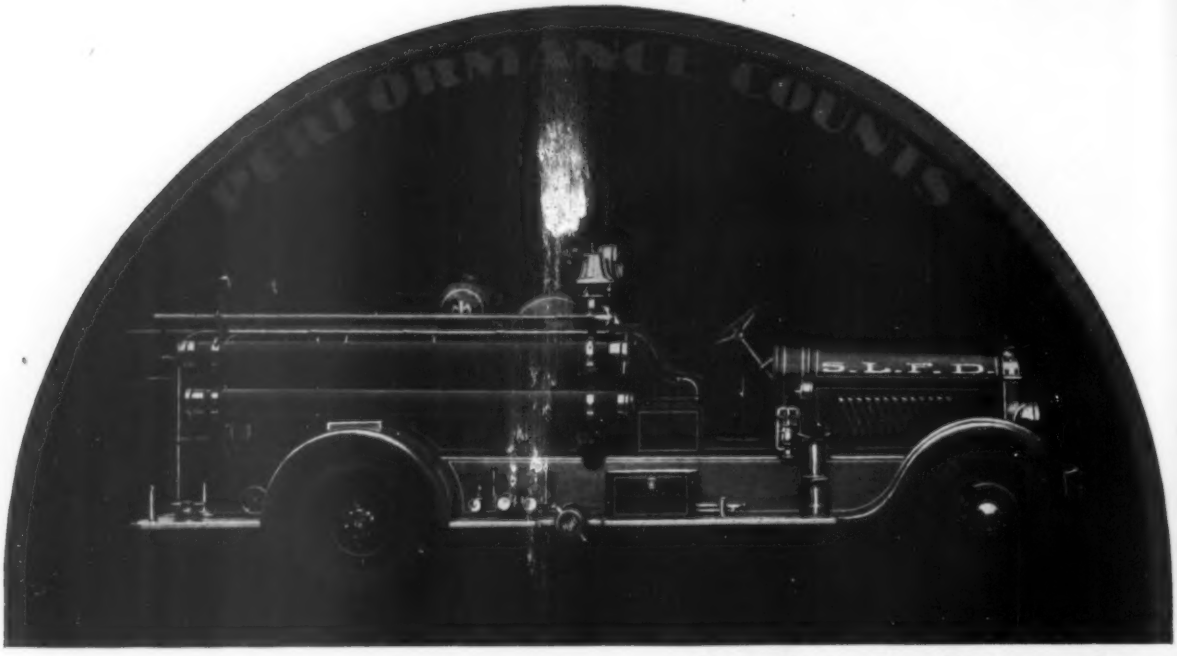

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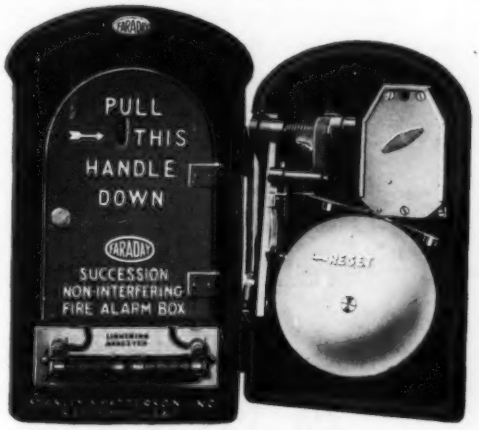

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ON another page we happily present to our readers "The Round Table," a new and mighty valuable feature which will appear regularly from now on.

¶ Here fire chiefs from places large and small will literally sit down together to tell of their methods and give their opinions on current fire protection problems, discussing things in the practical, straight-from-the-shoulder way that provides the best kind of enlightenment.

¶ If you don't find this the greatest stuff you ever ran across—a veritable gold-mine of helpful information—we'll certainly miss our guess. Be sure to follow each issue carefully.

¶ Our Round Table Editor invites your questions and your opinions. Shoot 'em along!

The Publishers

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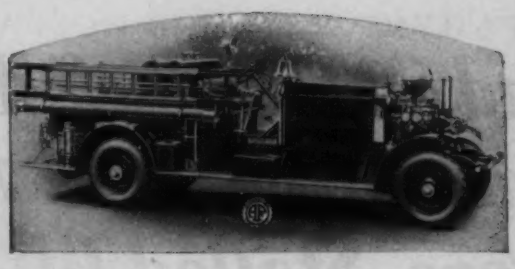

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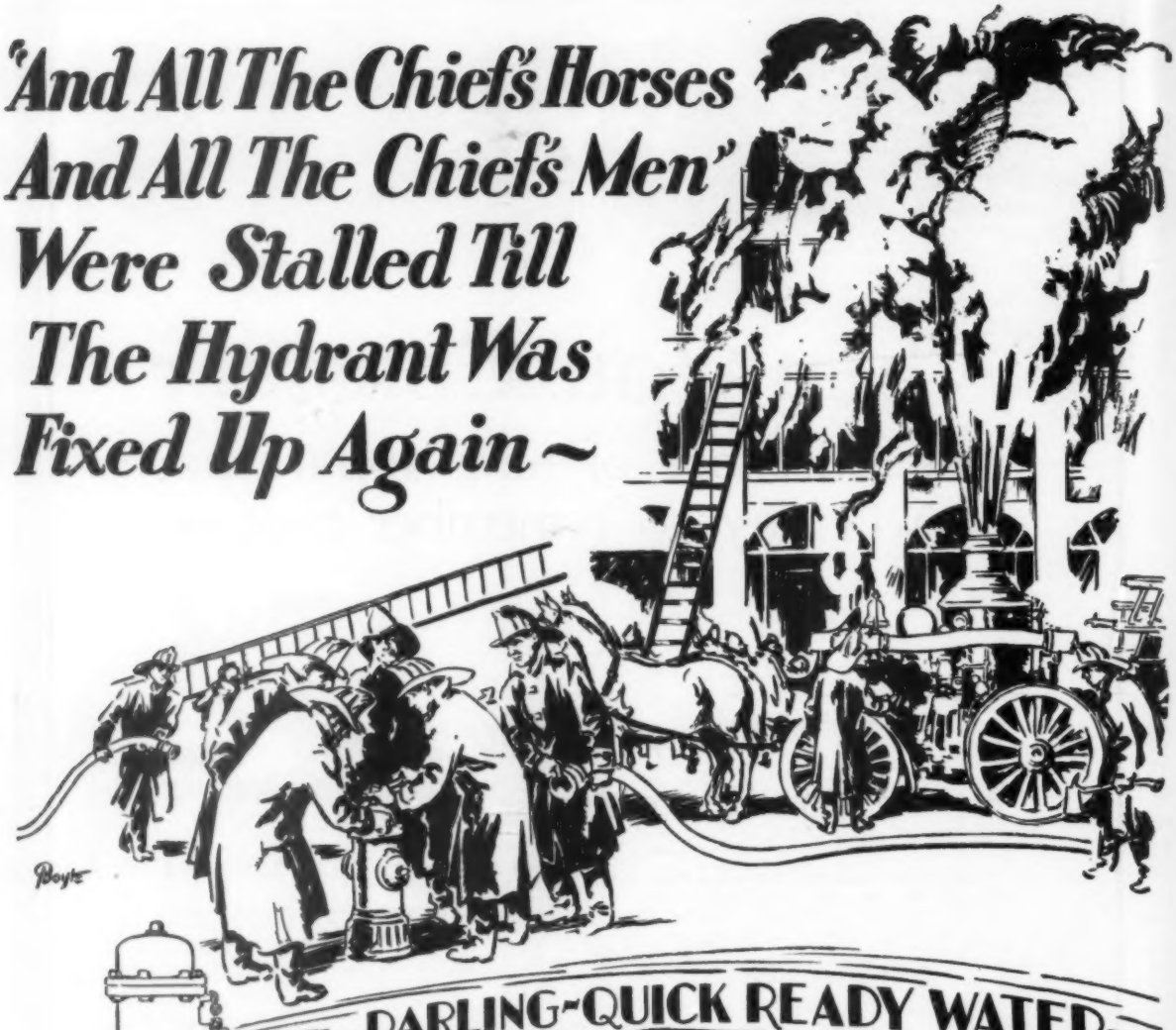

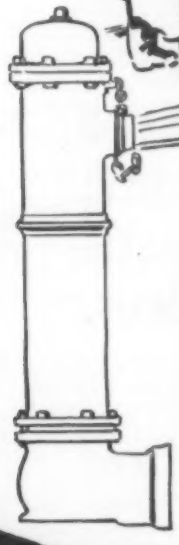

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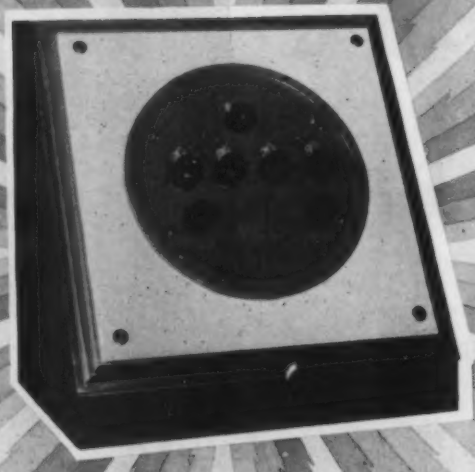

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The Journal of the Fire Protection Profession

VOLUME LXXXII MARCH 6, 1929 NUMBER 5

Court Says Fire House is Not a Nuisance

Some Other Important Recent Decisions on Fire Departments in Higher Courts—Liability of Railroads—Question of Reinstatement

By LEO T. PARKER, Attorney-at-Law, Cincinnati, Ohio.

"FROM time to time our higher Courts render interesting and informative decisions involving various phases of the law pertaining to municipal fire departments. In fact, during the past few weeks several important fire department cases have been decided.

"Therefore, I shall explain the facts of these legal controversies and shall cite the exact words of the Courts, where it is practical to do so.

"In this manner, the readers are assured of obtaindependable legal information. Also, the pages may be clipped and saved for ready reference to assist in defending suits when the occasions demand."

IT is well established that where the facts show that a lawful enterprise is being conducted in such a manner as to constitute a nuisance, causing substantial injury to comfort, health, or property, a court is authorized in enjoining and abating such nuisance.

This is true without regard to the locality where the enterprise is carried on, although it may be lawful and useful to the public, and although the best and most approved appliances and methods may be used.

On the other hand, a mere trifling annoyance, inconvenience, or discomfort to one with too fastidious or refined tastes will not constitute a nuisance. Yet a nuisance exists which causes a substantial annoyance or physical discomfort to an ordinary person, or an injury to his health or property.

In view of this established law, owners of property have in many instances attempted to obtain an injunction against the erection and operation of a fire station adjacent their property.

For instance, in City of Lufkin vs. Behannon, 8 S. W. (2d) 329, the owners of the adjoining property based a suit upon the argument: That the two lots upon which the city contemplated erecting the fire station were in the residential part of the city; that they had erected homes, in which they now reside and have for many years resided with their families, upon the adjacent lots; that, if the city were to erect and operate the fire station on the property as contemplated, the property owners and their families would be subjected to great and constant annoyance because of the noises that would necessarily be attendant upon the operation of the fire station; and that the repairing of fire engines and fire trucks would be attended with disturbing noises, and that the blowing of fire whistles and the movement of fire trucks, which would be necessary in the operation of the fire station, would greatly annoy and disturb their families and prevent them from restful sleep at night.

The property owners also contended that erection of the fire station would practically destroy the market value of their property and that they were without adequate remedy at law.

However, the higher Court refused to dissolve an injunction against erection of the fire station, saying:

"We agree that the erection and operation of a fire station by the city is a lawful business, and therefore not a nuisance per se . . . But we cannot agree with counsel for appellant (city) in their contention that the injuries apprehended by them from the erection and operation of the fire station are only conjectural and doubtful."

Liability of Railroad

It is important to know that a municipality is entitled to recover from a railroad company for damage to fire equipment, where it is proved that the accident occurred as a result of negligence on the part of the railroad employes.

For instance, in City of Shreveport vs. Vicksburg, S. & P. Ry. Co., 118 So. 872, decided during the past few weeks, it was shown that a motor fire truck was wrecked when the driver collided with a telephone pole as a result of swerving to avoid collision with a train at a crossing where the watchman was absent.

The driver of the truck testified that, while returning from a fire, he approached the crossing at a very moderate rate of speed; that there was no flagman at the crossing; that he saw no moving car until just as he reached the track, when it was too late to stop or back off with his heavy ladder truck, 50 feet in length; that he then speeded up and swerved aside to avoid the oncoming car, which he did avoid, but in doing so the rear end of his truck struck the telephone pole and was wrecked.

The testimony of the driver was corroborated by one disinterested witness, and also by the brakeman of the train. Also both of these witnesses testified that the flagmen was not at his post when the train and truck approached the crossing.

In holding the city entitled to recover $6,900 damages, the Court said:

"Our conclusion from this and from the evidence as a whole is that the flagman was not at his post, and that this, and not any recklessness on the part of the driver of the truck, was the direct cause of the accident. For, since the city ordinance required that a flagman be at the crossing, the driver of the truck had a right to assume, when no flagman appeared, that no train was approaching; and if thereafter he perceived a train approaching, he was required to do no more than what then seemed to him best to avoid the collision."

In explaining the method of arriving at the reasonable amount of damages to which the city was entitled, the Court said.

"We are satisfied from the evidence that there was no machine near able to repair the damaged truck, and that these repairs could be done only at the factory where the truck was made. That would have taken some months; and, as the apparatus was a life-saving device, it was the proper thing for the city to supply a similar device at the earliest possible moment; and this was done. The city purchased a new truck for $15,000 and obtained a credit of $4,500 as the salvage value of the damaged truck. The two trucks were exactly or substantially alike, except that the new truck was a six-wheel affair whist the old one was a four-wheel one . . . The two trucks were of the same value, except that the usual deduction for wear and tear should be allowed. The evidence shows that the old truck was in perfect condition but had been used for eight years, and that a deduction of 3 per cent. per annum is a proper one for depreciation. Accordingly the value of the old truck should be fixed at $11,400 (say $15,000 less $3,600) subject to a credit of $4,500; for which amount the city should have judgment."

Railroad Not Liable for Blocking Fire Apparatus

Generally speaking, neither a city nor a property owner has right of legal action against a railroad company which blocks passage of fire apparatus, unless it is proved that the railroad employes negligently, carelessly or purposely blocked the street.

For example, in Hartford Fire Ins. Co. vs. Mellon, 220 N. W. 331, it was shown that a state law provides:

"The fire department of this city shall have full right of way on all streets, avenues, or alleys thereof in responding to a fire alarm, or at a fire over any dray, wagon, automobile, car, locomotive, train of cars, or any other vehicle or conveyance of any kind whatsoever, and any person who shall willfully hinder or interfere with any city officer or fireman in the performance of their duty at, or going to, or returning from any fire, or while attending to their duties as members of the fire department . . . . . upon conviction thereof, shall be . . . liable for all damages done any such property."

It was proved that a train stopped the passage of fire apparatus traveling to a fire. The drivers of the fire trucks were compelled to drive over a detour to the fire, with the result that the building was considerably damaged before they arrived.

The property owner filed suit against the railroad company for damages contending that if the passage of the fire apparatus had not been blocked the fire would have been extinguished before it had gained headway.

However, in view of that fact that it was not proved that the employes of the railroad company had purposely or negligently blocked the street, the Court held the property owner not entitled to damages, and said:

"The violation of this ordinance charged against the railroad company by the appellants (property owner) is that it willfully interfered with the firemen in the performance of their duty. There is no evidence of willfulness nor any evidence of negligence, unless the mere fact of hinderance constitutes such negligence. The railroad company had the undoubted right to use its railway in the ordinary course of business until it should come to its notice in some way that it was interfering, or was about to interfere, with the operations of the fire department . . . Manifestly some notice and some appreciable time would be requisite to enable those in charge of the movement of the train to adapt themselves to the approach of the fire truck and to clear the street crossing for that purpose . . . No one had warned or notified those in charge of the train . . . There was nothing that the train control could do thereafter that would facilitate the use of the crossing by the fire truck."

When Promotions Are Not Recognized

In Fitzpatrick vs. City of Passaic, 143 Atl. 728, several members of a fire department filed suit to collect from the city the salaries they should have received in consideration of the prodifferences between the salaries received and the amounts of the motions made by a director of public safety just previous to his retirement from office.

However, because the new director failed to recognize the promotions made by the past director and, therefore, the men continued the performance of their former duties and received and accepted the compensation therefor, the Court held these men not entitled to salaries in accordance with their promotions. This Court said:

"Without going into the propriety or the validity of the wholesale promotions thus made by the commissioner on the eve of the expiration of his term of office, we think . . . The appointment to a public office during a term of years, and the acceptance of such office, is not a contract between the government and an individual that the officer will serve, or that the government will pay during that period . . . It is at most a contract that while the party continues to perform the duties of the office, he shall receive the compensation which may from time to time be provided by law . . . The right to the fees or compensation does not grow out of any contract between the government and the officer, but arises from the rendition of the services."

Mechanic Entitled to Membership in Firemen's Association

In the recent case of State vs. St. Paul Fire Department Relief Association, 222 N. W. 283, a higher Court held that any person employed by a fire department and engaged in hazardous employment is entitled to membership in state associations for the benefit of firemen. The facts are that the St. Paul Fire Department Relief Association was organized under state laws in St. Paul for the purpose of providing financial relief to its distressed, injured, sick, or disabled members, and to pay pensions to its retired and disabled members, and to the widows and orphans of deceased members.

The articles of incorporation required a member to be a "fireman" in the fire department of the city of St. Paul. The city charter created a fire department, known as the "Bureau of Fire Protection," The charter also created a "Bureau of Civil Service," which was charged with duty of determining the qualification of the applicants for certain offices.

A mechanic of automobile fire apparatus was denied the benefits of the organization on the grounds that no one could become a member unless he was a "fireman," and it is claimed that this means one who actually fights fires.

In the performance of his duties the fireman was required to obey all rules of the fire department and all orders of the fire chief, and, if directed by the fire chief or the rules of the department to be present at fires, he may be required to do so. He was frequently required to attend fires and repair the fire apparatus at and near burning premises, and in the performance of his duties at fires he was subjected to and exposed to unusual risks, dangers, and hazards of firemen engaged in extinguishing fires.

Therefore, the higher Court held the mechanic entitled to membership, saying:

"We construe the word 'fireman', as used in the statute in relation to other references to members, etc., as synonymous with 'members of the fire department' . . . In the instant case the relator (mechanic) was exposed to the peculiarly dangerous hazards to which firemen are necessarily exposed . . . Indeed the authorities hold, under very similar statutes, that all members of the fire department are entitled to the benefits provided by the statute, whether or not they are exposed to the hazards peculiar to those who are required to work in the presence of fire dangers or fight fire."

When Fireman's Reinstatement is Dependent Upon Commissioner

In Feehan vs. Chief Engineer of Fire Department of Taunton, 162 N. E. 342, a fireman who was suspended from duty, because he drove an automoble while intoxicated, filed suit to compel the commissioner to agree to his reinstatement.

However, since the fireman made no objection when he was suspended, the Court held the commissioner within his rights in refusing to consent to reinstatement, saying:

"The petitioner held employment in the classified service of Taunton and was entitled to the rights and subject to the obligations set forth in the civil service law and the rules pertaining thereto . . . If a person holding an office or employment in the classified service is suspended, he had a right to a hearing to determine the validity of the suspension . . . Where a person is suspended for a definite period, and he acquiesces in such action, the right to reinstatement at the end of the period is dependent upon the consent of the commissioner."

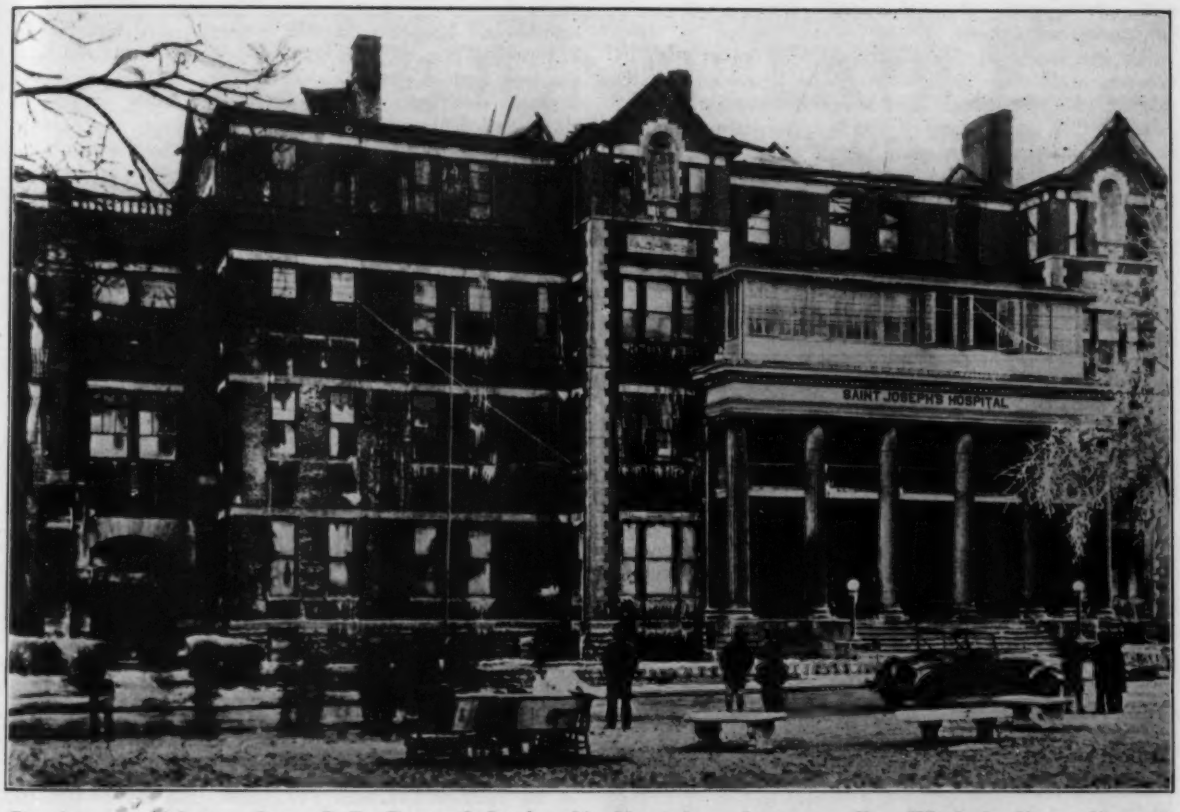
Municipal Liability Defined

It is well recognized that unless a right of action is given by statute, municipal corporations may not be held liable to individuals for neglect to perform or negligence in performing duties which are governmental in their nature. Generally, govern-

(*Continued on page* 204)

Two Firemen Killed in Lima Court House Fire

Two firemen were burned to death and the Allen County Court House at Lima, Ohio, was destroyed in a fire that caused $600,000 property damage. Twelve firemen had just left the third floor of the building when the roof caved in. When first discovered, the fire was not taken seriously. The flames spread so rapidly that within an hour it was found necessary to remove all prisoners from an adjoining jail. The fire is believed to have originated on the second floor where a plumber's torch had been used on frozen water pipes.



Fire from an Unknown Cause Badly Damaged St. Joseph's Hospital, at Lexington, Ky., Which Is Shown Herewith After the Extinguishment of the Blaze, Which Occurred on February 11. Some 175 Patients Were Carried from the Burning Building. Two Firemen Were Injured and Damage to the Extent of $100,000 Was Done.

Safety vs. Convenience in Hospitals

Many Hospital Authorities Know Little of Fire Protection and Must Continually Be Checked Up

AN epidemic of hospital fires last month clearly demonstrates the inherent hazard of this type of institution and serves as a warning to fire department officials to keep close check on such institutions in their own cities.

In his continual effort to improve the convenience of movement of patients within the hospital building, the superintendent frequently overlooks the development of fire hazards. As an example, the surgeon of an institution finds it somewhat awkward to move the patients in the building to the surgical ward, or the operating room, from the various rooms on a floor. To eliminate this inconvenience, doorways are cut through partitions or even through fire walls, and no provision is made to protect those openings against the travel of fire. As a result, the longer an institution is in existence, the greater will be the fire hazards, unless the fire department officials or others in power keep a close check-up on the situation.

Solarium Proves Menace to Top Floor

In an institution, recently visited by the writer, a solarium was installed at one end of the main hallway on the top floor. The glass in the ceiling of the solarium provided the only means for fire to get to the atmosphere above, in the event that the top floor became involved. By this arrangement, if fire started at the extreme right of the hall (the solarium being located at the extreme left end), the fire would be drawn through the entire top floor in order to reach the vent to the atmosphere, with a result that a very serious condition might develop.

The installation of dumb waiters from the kitchen located in the basement to the floors above, or of additional hoists to accommodate wheel chairs, surgical tables, stretchers, etc., adds new dangers to a building, by providing vertical channels through which fire might pass unobstructed from the basement to the top floor.

Fire department officers should bear in mind that the average surgeon, or physician, in charge of a hospital thinks in terms of convenience rather than fire safety. He must be continually followed up to make sure that in his quest for convenience he does not leave a trail of serious structural hazards.

Medical Progress Brings Increased Fire Hazards

In recent years the fire hazards incidental to hospitals have increased. It is only necessary to call attention to

the tremendous growth in the use of X-ray machines, and, consequently, the inflammable films employed in connection with them.

As the stock of films exposed, and otherwise, increases, additional facilities must be provided for the storage of these films. The simplest means of accomplishing this, in the eyes of the hospital superintendent, is to put up shelves in spare rooms adjacent to the operating or surgical rooms. The result is a constantly growing hazard which sooner or later may involve the hospital and cause serious loss of life.

Improper Storage of Films Severe Hazard

In September of 1923 a fire started in the film closet of a hospital, which was of brick construction with wood finishings throughout. The exposed completed negatives, some 12,000 in number, were stored on 12-inch wooden shelves in the closet, and on shelves in an adjoining recess without a door, as well as on three open racks in the operating room itself. Fire was discovered by a nurse, in the operating room, who notified the doctor. He immediately came in, opened the door of the film storage room, saw the fire burning along the edge of the lower shelf and endeavored to put it out. Just as he put a soda and acid extinguisher in operation there was

The Chicago Sanitarium for Nervous and Insane Patients, in Which a Fire Occurred on February 9.

Attendants of this hospital carried twenty patients in their cots to safety in the Main Building from the adjoining South Wing, in which the fire occurred. Two women in the hospital were overcome by smoke, but revived by the fire department inhalator squad. Damage was placed at $15,000.

an explosion which threw him about 15 feet across the room. A fire alarm was turned in and before the fire was finally brought under control the entire top floor on which the film storage room was located, was badly damaged. It is believed that decomposition of the film, caused by the presence of steam pipes in the room, resulted in the fire.

This is but one example of what the modern hospital has to deal with in the way of fire hazards.

Other hazards are found in connection with laundries, kitchens, paint and carpenter shops, medicines or oils in storage, as well as drugs and spirits.

Fire in Hospital Serious Matter

A fire in a hospital is a much more serious proposition than is a fire in almost any other type of public building, due to the fact that a great number of the inmates are helpless. Their movement is frequently a difficult matter, for rough treatment may result in death.

The ideal hospital is one which has fireproof construction throughout, and in addition, subdividing fire walls properly protected at all openings. But a great number of hospitals in this country were built when "fireproof" construction was not generally followed, and the best that can be done in the way of fire protection in these institutions is to provide fire walls, so that in the event of fire patients can be moved from one part of the building to another through doorways which may subsequently be protected by closing the fire doors. Such fire walls, when properly installed, are fitted with self-closing automatic fire doors.

Elevator and dumb waiter shafts must all be closed in with fire resistive material; otherwise, fire starting in the basement may communicate directly to all the floors of the building.

Well Organized and Trained Brigade Essential

Outside of structural fire prevention measures, it is an invaluable asset to the fire protection of any hospital building to have a well organized and trained brigade available. Such brigades can easily be established, and under the command of one of the officials who is interested in this work, a great deal of good can be accomplished.

In formulating such brigades, certain rules are commonly recognized: for instance, lives are more important than property; children and bed patients will require more assistance than ambulance patients and

(*Continued on page* 188)

Southern California Chiefs Meet

Many interesting subjects were discussed at the Fifth meeting of the Southern California Fire Chiefs' Club held at Brawley, January 12–13.

Chief William J. Mohr of Santa Monica responded to the address of welcome that was given by S. D. Carey, commissioner.

Capt. N. L. Curtis described and demonstrated the new E and J Resuscitator. Chief Ralph Scott of Los Angeles sent a CO truck for a demonstration.

A report was made on the two per cent bill. It was finally decided to redraft the bill and to try to get a portion of the 2.6 per cent that is now paid by the insurance companies of the state. Legislation relative to drivers of fire apparatus was discussed. The State Firemen's Association is working to create better conditions and better protection for the firemen. Capt. Owen of Los Angeles described the functions of the committee working upon state regulations to protect drivers of fire apparatus.

Dr. F. N. Stavely of the Firestone Tire and Rubber Co., discussed the use of pneumatic tires on fire apparatus. He warned the chiefs against overloading the tires and the necessity of keeping the tires properly inflated. Tires should be replaced every three years. Many chiefs participated in the discussion that followed.

Chief William J. Mohr of Santa Monica was unanimously elected president, Chief Hicks of Brawley, vice-president, and Chief G. E. Zimmerman of Coronado was unanimously elected secretary and treasurer.

Jay W. Stevens, state fire marshal, paid a glowing tribute to the club. He said that it was second only to the Massachusetts Fire Chiefs' Association, and he complimented the men upon the fine spirit of good fellowship. Mr. Stevens recommended that a committee be appointed consisting of one man each from the water works department, the Board of Fire Underwriters, state fire marshal's office, one from the fire chiefs' club, and the balance city officials, to make inspections of the cities of southern California and to help the various cities solve their fire problems.

The members approved the motion made by Chief Coop that the club go on record as supporting the California State Firemen's Association in securing the two per cent paid in the state treasury by insurance companies, for the benefit of the firemen's pension.

Chief King of Mansfield Resigns—Herbert E. King, chief of the fire department in Mansfield, Mass., for thirty-two years, has resigned from the service.

Introducing a new feature

THE ROUND TABLE

For Practical Discussion of Current Fire Department and Fire Management Problems

ALMOST every fire department has had experience with an apparatus accident some time in its history. In many of the larger cities traffic conditions are acute and appear to be getting worse instead of better. Many chiefs frankly admit that apparatus is sometimes put out of commission faster than new machines can be purchased or the units repaired. It is a problem that faces the chief in the small village as well as the department head in the large city.

With this issue, FIRE ENGINEERING is inaugurating a department for the discussion of current problems. By this means it will be possible to learn how the other fellow has solved his problems, and to obtain important data.

The problem that is discussed in this issue is printed in full in the box on this page. In the box on the following page is the problem that will be treated in the next issue. If you have a question that you would like to see treated in this department or if you would like to add to the discussion on the next problem, you are invited to write to "The Round Table Editor," FIRE ENGINEERING, 225 W. 34th St., New York, N. Y. There is no charge for this service.

Here is the Problem

What methods do you employ for reducing accidents to fire apparatus answering alarms?

The Problem

Fire chiefs appear to be agreed on several phases of this question: Fire apparatus should not exceed a speed of thirty or thirty-five miles an hour when going to a fire; men who are selected to drive fire apparatus must be men who are capable of exercising good judgment in time of emergency, and warning signals should be placed at dangerous street intersections. The replies received are as follows:

Geo. S. Watson, Chief, Washington, D. C.: I quote below the requirements of this department covering methods of reducing accidents to apparatus:

"The fact that the traffic regulations of the District of Columbia do not apply (with certain exceptions) to the apparatus and vehicles of the fire department when responding to alarms of fire or emergency calls, or when operating on the fireground, shall not be construed as relieving officers and members from responsibility for accidents that may occur by reason of lack of care or the exercise of proper precaution.

"Apparatus and vehicles shall be driven and operated carefully and safely.

"Drivers shall at all times have their apparatus and vehicles under control.

"Drivers shall approach street intersections at a speed which will permit the apparatus or vehicle to be stopped in order to avoid collision with vehicles crossing the route of the apparatus.

"In establishing routes to boxes, proceeding against traffic on one-way streets shall be avoided, if such action can be taken without interference with direct routing, or without other disadvantage.

"Apparatus or vehicles transferring shall be considered as responding to an emergency call.

"Only apparatus and vehicles owned by the fire department and which are painted in fire department red, or equipped with standard fire department warning signals, shall be considered as not being subject to the traffic regulations under the provisions of this section. Nothing in this section shall be construed as permitting at any time, or under any circumstances, the driver of any apparatus or vehicle owned by the fire department, but not painted in fire department red, or not equipped with a standard fire department warning signal, to proceed contrary to the traffic regulations.

"Officers of the department, riding on apparatus with drivers, shall see that the latter comply in all respects with the foregoing provisions of this section."

The entire proposition of safety in responding to alarms appears to be composed of the following factors: good judgment and proper control on the part of those in charge of fire apparatus; cooperation of the public, cooperation of the police department in apprehending those who fail to give the right of way to apparatus.

Henry H. Heitman, Chief, Waterbury, Conn.: Our drivers have impressed upon them the necessity of care in driving apparatus to fires. Thus far we have had but few accidents. However, in observing some of the court decisions in other cities against drivers of fire apparatus, I find in many cases the sentiment is against the driver. As evidence of this fact I might cite an instance right in our own city. In this case the apparatus, when turning a corner, bumped into a parked automobile. When the case was brought to court the judgment was against the driver who was assessed about $1,000. Fortunately the city saw the great injustice it would be to make the member settle, and paid the fine. Waterbury drivers are now protected by a blanket policy to cover them against such accidents.

Arthur W. Spring, Chief, Laconia, N. H.: Apparatus when responding to fires should not exceed a speed limit of twenty-five miles per hour. Sirens and lights are installed in the station, so that when apparatus leaves the station the operator sounds the warning. These are also installed at intersecting streets, and are automatically sounded when the apparatus approaches the corner. The signals, however, are only located on the principal streets, where the traffic is heavy, to assist the traffic officers in letting them know the direction of the fire.

Only experienced drivers, who thoroughly understand machines, are employed in this department, and this type of man usually realizes his responsibility in getting his apparatus to a fire safely.

We are fortunate in having the co-operation of the police department, and when firemen and policemen work together, the safety of the public is assured, and the apparatus is able to be driven safely through congested traffic.

Carroll M. Nash, Chief, Dover, N. H.: The methods that we employ to prevent accidents are: Prohibiting apparatus to be driven at a speed not exceeding thirty miles per hour; using traffic sirens on streets leading from the stations, and observing all traffic regulations in returning from alarms of fire.

Wm. O'Neill, Chief, Weehawken, N. J.: Practical knowledge gained while a chauffeur of a 750-gallon motor-driven fire engine, during which time we had many close calls but never an accident, was the reason I issued the following rules for all chauffeurs of this department:

"The chauffeur must report the condition of the brakes on the apparatus after every run. If he has a suspicion that the brakes are not in good working order he must report his suspicion to the commanding officer who in turn immediately

reports the same to this office, so that the mechanic can be ordered to test the said brakes immediately.

"The bell and siren are used to make all the noise possible when answering an alarm. Apparatus is not to be driven over twenty-five miles an hour and must at all times be under the control of the driver."

Red lenses are installed on the headlights of all apparatus, and we are now installing a new traffic light on all apparatus (the Granite Safety Signal).

I believe that the fact that this department has not had any accidents in a number of years should be attributed to the observance of rules about brakes, speed, having apparatus under control, and sounding the siren to warn pedestrians and motorists of approaching apparatus.

Thos. J. McCarrick, Chief, Revere, Mass.: The following rules are provided by the department to prevent accidents to fire apparatus:

"Drivers shall reduce speed to suit conditions when passing through crowded thoroughfares, turning corners where service tracks are located, approaching grade crossings or bridges or when the view is obstructed. If necessary to insure safety, a member will precede the apparatus when passing through crowded thoroughfares or approaching grade crossings.

"Racing or careless driving are strictly forbidden under penalty.

"If necessary to avoid collision or the running down of pedestrians, the apparatus will be brought to a full stop.

"Drivers of motor apparatus, while responding to an alarm, shall travel at a rate of speed not exceeding twenty-five miles per hour and shall be responsible for the keeping of apparatus within this speed, except on a straight right of way approved road, but in no case shall the speed exceed thirty-five miles per hour. On returning from a fire this shall not exceed twenty miles per hour.

"To guard against accidents in travel, the bells and whistles shall be sounded with such frequency as conditions may require. The same shall be sounded in quick succession when traversing crowded thoroughfares or approaching crossings or to avert collision or danger to pedestrians. The same should be dispensed with as far as consistent with safety in the immediate vicinity of hospitals or hotels at late night hours and of schools, churches and theatres during the hours of public attendance.

"Running abreast of or passing other apparatus is forbidden, unless one unit has broken down.

"To prevent skidding, chains shall be applied to the tires when in the opinion of the Chief conditions require the same."

I might further say that covering aerial trucks a special code is prescribed for chauffeurs and tillermen. This is carried out by a movement of the arm which signifies the intended operation to be made. In this manner misunderstanding and confusion is prevented. The speed of this type of apparatus is limited to twenty-five miles per hour and must be reduced to fifteen miles per hour when passing through congested areas, and to ten miles per hour while turning corners. The judgment of the chauffeur is accepted by the tillerman under usual and ordinary circumstances.

George Layton, Chief, Savanna, Ill.: Good judgment of the driver is the first and most essential part in preventing accidents to apparatus in answering alarms. The driver must keep cool under all circumstances and not drive his apparatus faster than he can think. The speed of fire apparatus is limited to twenty-five miles per hour in congested districts and until apparatus gets into the open where traffic is light during the daytime. Sirens should be sounded at bad turns and at extremely dangerous intersections.

E. E. Cureton, Chief, Owensboro, Ky.: Our success in the past in avoiding accidents has been due to the fact that all ordinances have been strictly and rigidly enforced. Careful driving on the part of chauffeurs and the co-operation of the police department has also been important.

All traffic lights are operated from the central station. When a fire alarm is received all lights are flashed amber and held in that position until fire trucks have passed through the district. The police department answers all alarms and places under arrest all those who are found disobeying traffic signals.

Charles Alt, Chief, St. Louis, Mo.: In 1926 there were twenty-two companies motorized, thus completing the motorization of the entire department. As this took place at the beginning of my term of office I was unable to have these men trained properly in so short a period of time to my methods. Hence they were not as proficient as they should have been. Consequently, there were a great many serious accidents which caused us to lose the services of pieces of apparatus while they were being repaired. This was a severe drain on our budget and proved to be a problem to the mechanical department in trying to keep up with the general repairs that are always needed. I then found it necessary to take drastic steps and issued the following orders:

"All members of a company in charge, such as captains, lieutenants, and senior men who are acting in that capacity, are to have charge of the apparatus and to tell the driver at what speed to run. The engineers or drivers who are driving the apparatus are to take instructions from the man in charge as he is the one to be held responsible for all accidents.

"Any violation of any orders given by superior officers in the driving of apparatus to and from fires will be the cause of immediate suspension.

"Upon returning from fires all traffic rules and regulations must be observed, such as boulevard stops, stop-and-go signals, driving on wrong side of the streets, etc.

"Drivers of apparatus or engineer in charge of apparatus, when responding to alarms of fire are to use common sense when coming to intersections and are at all times to have their apparatus under control."

I was compelled to back up these orders by reducing the rank of one captain, three engineers and one assistant driver. Since that time, however, our accidents have been reduced to a minimum.

We Thank You!

Because of the large response to this question, it will be continued in the next issue.

J. E. Porter, Chief, Thomasville, Ga.: We have strictly enforced the following drivers' regulations: Permitting certain trucks to proceed first, second and third, when more than one piece of apparatus is responding to the same alarm; two pieces of apparatus responding to the same alarm keeping one half block behind each other; using the best sirens and making plenty of noise; keeping drivers well drilled in handling apparatus on wet streets, turning corners, through congested traffic and complying strictly to the traffic regulations on returning from fires. The public should also be educated to the fact that the fire department has the right of way.

Owen C. Dunn, Chief, St. Paul, Minn.: We have a speed limit of thirty miles per hour for heavy apparatus in congested districts. Warnings are sent out to several companies when streets are slippery or particularly dangerous in any way, and in this way we try to keep chauffeurs informed of all dangerous crossings, etc. From time to time the public is warned through the newspapers to pull up to the curb immediately when they hear the fire sirens.

Wade U. Webster, Chief, Willimantic, Conn.: Our first thought in preventing accidents is "caution," then speed that insures safety—that is from thirty to thirty-five miles per hour. Our department was motorized in 1917 and the several bad experiences we have had, in my opinion, were due wholly to the speed at which the apparatus was traveling, in some instances fifty-five to sixty miles per hour. Being cautious and reducing the speed limit reduces accidents to a minimum.

W. C. Shepard, Chief, Pittsfield, Mass.: We employ siren horns on the front of each station with a red light on a block each side of the house, and a fire apparatus stop light on the outrigger arm of the light. The lights are placed on opposite sides of the street to stop traffic in both directions. The sirens and lights are operated by the house man, switch throwing out automatically after four rounds of the siren horns on congested streets. We use red ship lights to distinguish them from the standard traffic lights.

Wm. J. Lutz, Chief, Wilmington, Dela.: The city ordinance provides that all vehicles shall pull to the right hand curb and stop upon the approach of fire apparatus, and shall not draw nearer than six hundred feet of any apparatus or scene of fire. All officers are instructed to make the best time possible between intersections. Apparatus, however, must

(*Continued on page* 200)

Would Ventilation Have Helped?

Might Have Made It Possible for Lines to Hold Their Positions and Eventually Bring Fire Under Control

IT is doubtful whether better work could have been done at the fire described in the last article of the series on administration, appearing in the February 20th issue, than was accomplished by the volunteer department which handled that fire. The limited water supply, the comparatively poor pressure, and limited apparatus, all added to the difficulties in handling this fast spreading blaze.

As described in the last issue, the town in which this fire occurred is located is the mid-west section of the country, and has a population of approximately 4,000.

The department consists of three volunteer companies, Co. No. 1 being equipped with a 700-gallon triple combination truck; Co. No. 2, a 500-gallon triple combination, and Co. No. 3, a combination hose and ladder truck. Water pressure at the hydrants in the neighborhood of the fire averages 45 pounds static, but upon connecting the first engine this pressure dropped to 20 pounds.

Description of Fire Building

The building in which the fire occurred was occupied as a wholesale hay and grain store and warehouse. As shown in the sketch herewith, the front part of the building on the ground floor was occupied in one section as an office, and in the other section as a fanning, sacking and shipping room. Just behind this latter room was a stairway and open hoist, the latter being employed for elevating baled hay and bagged grain to the second floor.

The central part of the ground floor was well filled with baled hay and baled straw while the rear portion was occupied by two bins, one well filled with wheat and the other with oats in bulk. An elevator-conveyor was placed between the two bins which hoisted the grain to the bins and also to the second floor.

The fire building was of two story timber construction with frame work throughout, there being no fire resistive materials employed.

Directly to the north of the fire building was a one story brick garage with wooden roof, having a finish of tar and gravel.

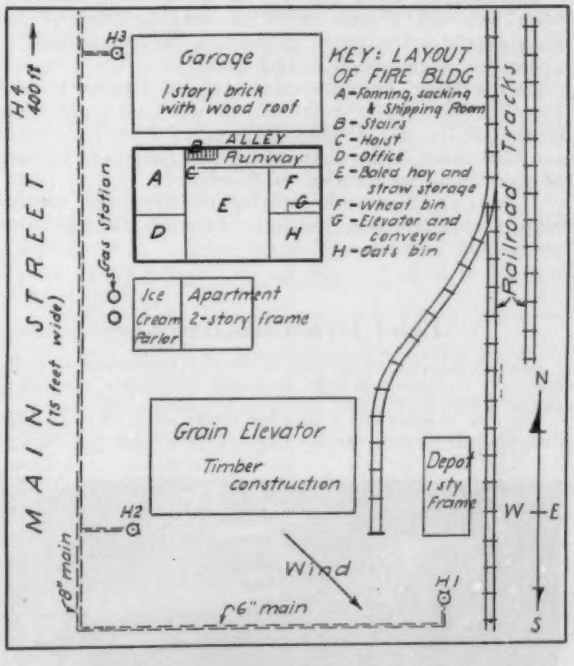
To the south was a two story frame building, the front part of which was occupied on the ground floor as an ice cream parlor and the rear portion as well as the second floor as apartments. Directly in front of the ice cream parlor was a gas station as indicated in the diagram.

Farther to the south was a grain elevator of approximately 50 feet in height. This elevator was of timber and plank construction. To the east of the grain elevator was a one story frame depot.

The Fire

The fire occurred in the early afternoon and was caused by a portable electric cord being jammed by the hoist in the hoist shaft. This cord, which supplied current to a fanning mill at the front of the building, extended into the shaft where it was tapped into the electric conduits therein. The cord became separated from its support, and the hoist on going downward tore the cord away, and jammed it between the ground floor landing and the bottom of the hoist with the result that an arc was formed and fire must have dropped to the pit below the hoist. A few minutes afterward when fuses were replaced and light turned on in the central part of the ground floor, it was found that fire was burning beneath the hoist floor. An attempt to extinguish it was made by a workman employed in the store, but he was unsuccessful and thereupon called telephone "central," who sounded the siren bringing the department out.

Apparently fire traveled very fast for by the time the department arrived fire had extended up through the



hoistway to the second floor, and had also involved the hay and straw on the ground floor.

No attempt was made to ventilate, and due to the smoke and heat accumulating on the second floor of the building, as well as the first floor, the lines which were stretched in by the department were forced to retreat earlier than they would have had to do had proper ventilation been accomplished. It is possible that prompt opening up of the roof as well as doors and windows front and rear would have enabled the department to at least hold the fire and save part of the building rather than permit the blaze to get full control of the structure and level it.

Suggested Method of Handling Fire

Company No. 1 take hydrant No. 3 and stretch in two lines at once, pressing into service any civilians present at the fire, if necessary. Use 1¼-inch nozzle on line on ground floor and 1⅛-inch on line on second floor.

Members of Co. No. 3, the truck company, go at once to roof and open up over vertical shafts, which would include hoist shaft and conveyor shaft; this company also to assist in getting lines in operation.

Opening up the building will draw the heat upward and make possible the operation of lines on both floors. When working with volunteer firemen there is a tendency to back up when heat and heavy smoke is encountered, due more to the lack of experience than timidity. Hence ventilation is doubly necessary.

Engine Co. No. 3 to be stationed at hydrant No. 2, and a single line stretched to the ground floor of building to assist the line already in operation on this floor. Where the fire cannot be reached directly due to the piles of baled hay, streams should be operated from as high a point as possible, and they should be directed so as to hit the ceiling and spray downward. Fire, in hay, unless it has been burning for a little while, will not have penetrated very deeply into the bales, and it will be more of a surface fire than one of considerable volume.

Immediately after the fire on the ground floor has been darkened, if this can be accomplished, one of the lines should immediately proceed to the second floor to assist line in operation at this point.

In operating, first attention must be directed toward spread of fire. If the fire can be localized around one of the shafts, the chances of bringing it under control are very much better than where it is permitted to burn at more than one location on the floor.

If it is at all possible to bring the fire under control with the equipment on hand, it is believed tnat the above assignment will accomplish the task.

Chief Jaynes Has New Car

Chief Frank A. Jaynes, head of the fire department at Rochester, N. Y., speeds to fires in a new Studebaker car that is equipped with a "Sterling" siren to open traffic lanes.

The chief is known as a keen fire-fighter and leader. In 1874, just when Rochester was a village, he gained his first taste of fighting fires. At that time Chief Jaynes was working for the postal service, and he became a member of the old Alert Volunteer Hose Company. He used to run to fires with other volunteers who dragged a hand-drawn apparatus with them.

Chief Jaynes Beside His Studebaker Automobile

In 1876 Rochester voted for a paid fire department. Mr. Jaynes joined the paid department and resigned from the postal service.

Chief Jaynes is more than seventy years "young." His friends would never think of calling him old for he still has the sureness of step generally associated with one thirty years younger.

Union City, Pa., May Purchase Apparatus—It is possible that Union City, Pa., will soon purchase fire apparatus.

CHIEF R. A. BOGAN HONORED BY BATON ROUGE BUSINESS MEN

Presented With Gold Diamond-Studded Badge in Recognition of the City's Low Fire Loss—City Previously Awarded Flag for Few Fires

CHIEF ROBERT A. BOGAN of Baton Rouge, La., is proudly displaying a gold, diamond-studded badge that was presented to him by a number of the local business men in recognition of the good work that he has done in keeping down the city's fire losses.

The gift came as a surprise. A number of the merchants called on the chief and charged him with violation of traffic regulations. He sat in his chair, puzzled, as the men made their denunciations. He could not recall foundation for the charges. All this happened on Washington's Birthday. In the gift presentation speech, the speaker said:

"I want to say this on the day that used to be the 'big day' for the old volunteer fire brigade. I wish to present you, Chief Bogan, with a little token in recognition of your faithful service."

Chief Robert A. Bogan

On the reverse side of the badge is the following inscription:

"To Chief Robert A. Bogan from the members of the department and the business men of Baton Rouge in appreciation of his splendid services which have gained national recognition for our city and himself.

The idea of giving a badge to the chief was started by members of the department. As the badge would cost $500, aid of the business men was secured.

The incident was commented upon editorially by the *Morning Advocate*. The following is taken from its chief editorial:

"Much of the organization's worth is traceable to the tireless efforts and conscientious service of Chief Bogan. It is well that he has been remembered by his fellow-workers and fellow citizens. His diamond-studded gold badge represents a very real affection as well as deep gratitude for his public-spirited service to the city."

Last fall, Chief Bogan was presented with a flag as one of the six cities in the United States having the least number of fires.

Safety vs. Convenience in Hospitals

(*Continued from page* 184)

employees; and the office contents are more important than patients personal effects.

Usually the fire is discovered in its incipiency when only a few fire fighters are needed, but a number of attendants may be needed immediately to remove the children and bed patients. In this there must be no delay, as incipient fires spread fast, and may destroy lives and property with unbelievable rapidity.

The hospital fire brigade differs from industrial plant brigades in that the duties differ. For instance, in the hospital brigade we must have stretcher men, and others whose sole duty it will be to move patients to points of safety. In addition to these, the usual fire extinguishing crews performs in a manner similar to that in any industrial plant.

Guards, of course, are necessary in hospital brigades as well as in industrial plants to prevent crowding, and to eliminate accidents in hallways, fire escapes and at doorways.

Bayville, L. I., Working on Fire House—Construction is under way for a community fire house and civic center for Bayville, L. I., N. Y.

What Should Modern Rules Include?

Sixty-four Rules Are Found Applying to Drivers, Chauffeurs and Engineers—Tenth of This Series of Articles

IN this installment of the series of articles on the rules and regulations of fire departments are considered the rules pertaining to drivers, chauffeurs and engineers. There are sixty-four of these rules contained in the forty-one reports analyzed, as compared with only twenty-six for the rank of lieutenant, considered in the last issue of FIRE ENGINEERING. An analysis of the rules for drivers, chauffeurs and engineers follows:

In twenty-five of the forty-one departments considered the following rule is incorporated:

"Engineers and drivers of motor apparatus shall, under their company commanding officer, have the care and management of such apparatus and will be held strictly accountable for the proper condition of same at all times, particularly with reference to cleanliness, good order and readiness for immediate service."

In fifteen of the forty-one departments the following rule is enforced:

"They shall inform their Captain whenever their engine may need any material or repairs."

Out of the forty-one cities eleven required that:

"Engines are to be cranked morning and evening and oftener when the weather is cold, and see that the engine and radiator are covered with heavy blankets."

Out of the forty-one cities ten enforce the following rule:

"They shall also perform such other duties as may be required of them by their superior officers."

Nine cities have incorporated in their rules and regulations the following rule:

"Drivers of motor-driven apparatus when responding to an alarm of fire shall not exceed 20 miles per hour under any circumstances, unless by special order of the Chief Engineer."

Seven of the departments consider the following two rules essential:

"Auto engineers shall see that fuel tanks are always filled to capacity when the apparatus is in quarters and shall give the commanding officer timely notice of any supplies which may be required for proper maintenance."

"Shall, when responding to an alarm of fire, get apparatus on the scene with the least possible delay; in so doing shall keep same under control. In turning corners, passing through crowded streets or where traffic is heavy shall cause the apparatus to be slowed down to a speed consistent with safety until any danger of collision or accident has passed, when they may proceed at their former speed, but it is expressly understood that at no time shall they exceed the limit of speed as allowed by the Board of Fire Commissioners." (Drivers).

Six cities have incorporated the following four rules:

"Upon the sounding of an alarm, the driver shall start the motor promptly and shall not leave the station until the box number has been announced by the Company commander or member detailed for that purpose. He shall not mesh transmission gears until doors are fully opened and secure, and shall not race engines."

"After every run the drivers shall make a thorough examination of apparatus, tighten all bolts, etc., which may have worked loose, also pay particular attention to brakes and steering gear, and report immediately any defect found to the Commandant of the company."

"All fire apparatus must not be driven faster than 25 miles per hour while responding to an alarm of fire."

"They shall carefully examine the shut-off nozzles and reducing valves after every fire or drill at which said nozzle or valves are used; see that all parts are lubricated, and weekly attach nozzles and valves to the nearest hydrants, open and close the same, and see that all parts are in working order."

The following three rules are enforced in five of the forty-one departments:

"Shall under instruction of the Captain and Master Mechanic do all ordinary repairs practicable." (Drivers).

"Auto engineers shall personally drive and operate the apparatus in their charge, except when on leave or when necessary to waive this rule for the purpose of affording experience to some duly authorized assistant."

"In returning from an alarm fire apparatus must not be driven faster than 15 miles per hour."

In four of the cities the following four rules are enforced:

"Whenever motors are started for any reason they shall be operated for a minimum of 2 minutes in order that the motors may become sufficiently warmed up to insure proper lubrication of the pistons and cylinder walls. Motor shall in no case while warming up be operated faster than a normal idling speed."

"They shall not drive their apparatus over hose, except when absolutely necessary."

"Officers shall hold drivers responsible for any reckless or imprudent driving, especially when turning corners, crossing railroad tracks, crowded or slippery streets, or through the business districts."

"Drivers shall when working engines at a fire take the reading of hydrant pressure, also when engine is at rest, and report same to the commanding officer immediately after returning to quarters; also report the condition of each hydrant or reservoir from which their apparatus took water."

These six rules are considered essential in three of the departments:

"In returning from a fire all driving shall be at a moderate rate of speed."

"Drivers shall see that bells, gongs or sirens are rung at short intervals when proceeding to a fire."

"He shall start slowly and drive carefully, and shall sound or cause to be sounded a horn or siren in a way as to make known that the apparatus is on the way to a fire. Sirens shall not be sounded on returning from a fire unless such action becomes necessary."

"Drivers will be held responsible for the condition of motors and oil in crank case."

"Whenever it becomes necessary to back apparatus, shall do so only after receiving signal from lookout man who shall be stationed at rear of apparatus. At no time shall the speed exceed 4 miles per hour when backing." (Drivers).

"At ordinary fires, after laying hose, drivers shall locate as near the fire as possible so that in case of necessity they can be found quickly to lay a second line or splice out one already laid. At large fires or when hose is all laid out, wagon drivers shall, after placing their machine in a safe position, report immediately to the commanding officer at the pipe."

The following ten rules are incorporated in two of the cities:

"They shall have the apparatus clean and ready for daily

Country Club in Greenwich, Conn., Damaged by Fire

The Greenwich Country Club at Greenwich, Conn., one of the finest clubhouses in that section, was partly destroyed by a fire that caused $75,000 damage. Most of the contents of the building were saved.

inspection at 12 m. excepting in emergency when extra time for cleaning may be allowed by the company commander."

"An engine operator shall under no circumstances engage in any unnecessary conversation while operating the engine."

"An operator of a motor pumping engine or other member in charge of an engine vehicle, or other apparatus shall not allow tools or appliances to be removed from the same for any purpose other than for repairs to the immediate apparatus, or for such drills as may be specified by the rules of the department."

"Drivers and Chauffeurs shall not allow any person to ride on the cars except such members of the company as may be detailed for that purpose."

"Drivers shall at all times keep themselves posted as to the condition of streets and the location of hydrants."

"Drivers are to be supplied with rubber coats and fire helmets and be ready for duty when their apparatus is not in use."

"Drivers on fire-ground during cold weather must keep engines running at slowest speed possible."

"In bringing apparatus to a standstill shall at all times, when conditions allow, control the speed of same so that it can be brought to a stop by "coasting" instead of using brakes in such manner as would cause the wheels to lock and slide along on the pavement or cause apparatus to skid." (Drivers).

"Shall, when laying out hose to fire, keep as close to curb as possible and away from the center of streets and car tracks." (Drivers).

"Engineers and chauffeurs will not adjust clutch, carburetor, chains, magneto, generator, brakes, valves, or timing unless in case of emergency and then same shall be reported to the mechanical department. Permission may be granted by the Master Mechanic or his assistants to make these adjustments after an explanation is made as to the nature of the trouble.

The rules which follow have been found listed in but one city each:

San Francisco, Cal.

"Drivers of engines shall not pass a fire to take a hydrant unless by doing so they can obtain a closer position to the fire without shutting out another company that may be seen coming from another direction."

"Drivers of trucks, chemicals, towers and batteries shall not stop their apparatus in front of a hydrant."

"Drivers of chemical engines are expected to get their apparatus to a fire at the earliest possible moment and in doing so shall drive at as rapid a gait as is consistent with the safety of the public and the apparatus."

"Whenever work is done on apparatus other than cleaning it must be fully noted in the company journal."

"They shall carefully instruct the other members of their respective companies who may be in charge of the engine during their watches as to the proper care of the same, and shall report to the captain any neglect or violation of the rules in regard to the care of the engine, which they may find to have occurred during the said watches."

Waterbury, Conn.

"Machines must be washed and cared for in a manner that meets with the approval of the Company Commander. Cars assigned to the Department Chief and his deputies, as well as the Fire Marshal and Superintendent of Fire Alarm and Bureau of Fire Alarm and Telegraph shall also be kept in a condition as to warrant the approval of those officials."

"If driving apparatus of more than 10,000 pounds weight and mounted on solid or cushion rubber tires drivers shall not exceed a rate of speed of 20 miles per hour. In turning corners, the speed on all fire cars shall be limited to eight miles per hour. On returning from fires, the speed shall not exceed 15 miles per hour."

"Drivers shall keep tire chains on rear wheels at all times, unless otherwise ordered.

Washington, D. C.

"When responding to an alarm of fire an engine operator shall, upon reaching a hydrant in the vicinity of the fire, connect the suction or hydrant connections to the hydrant and then to the engine, and shall be certain that the connections are air tight. In extreme cold weather he shall be certain that water can be obtained from the hydrant before attaching his hydrant connections to the same, and shall at no time make connections with the suction sleeve unless a line of hose is laid out from the hydrant."

Baltimore, Md.

"Apparatus is never to be left while motor is running."

"See that gasoline strainers are kept clean under carburetors."

"All apparatus must be under absolute control at all times; especially while traversing crowded thoroughfares, crossing streets and turning corners."

"Motor apparatus will be turned over by hand and by self-starter (Batteries) only when used upon occasion of response to alarms of fire." (Drivers).

"If, in responding to or returning from alarms, the apparatus of two companies are on the same street or avenue, they shall proceed in single file and shall not attempt to pass each other unless authorized by the commanding officer of preceding company." (Drivers).

Springfield, Ill.

"It shall be the duty of the engineer in going "Off Duty" to start and run the engine in the presence of his relief."

"In case of any fire runs, which require the cleaning of apparatus and changing of hose, the same shall be done on returning to the station by members on duty."

Sioux City, Iowa

"Drivers and Chauffeurs will be careful in driving to a hydrant or cistern to stop at the proper distance, so that quick connection can be made."

"While at fires drivers and chauffeurs shall act as pipemen when ordered to do so by their superior officers."

Pittsfield, Mass.

"Hook and ladders shall not be driven faster than 20 miles per hour, and hose wagons not faster than 25 miles per hour."

"When two pieces of apparatus are about to turn into a street but one shall turn at a time and the one which turns to the right shall have the right of way." (Drivers).

Detroit, Mich.

"Shall at no time shift into reverse gear when the apparatus is moving forward." (Drivers).

St. Louis, Mo.

"Drivers shall not be exempt from deck duty or joker watch."

Rochester, N. Y.

"They shall in no case allow water to enter their hose until so directed by their commanding officer."

"They shall not attach to a hydrant without first obtaining the consent of the Chief, Deputy Chief or Battalion Chief and shall at all times take suction where accessible.

Syracuse, N. Y.

"Gasoline tanks must not be filled inside the quarters. The apparatus should be taken outside and not at any time when sparks or open flames of any nature are in the vicinity."

Toledo, Ohio

"Drivers are directed not to respond out of quarters in a higher gear than first speed."

Oklahoma City, Okla.

"Engineers or chauffeurs will see that no other person tries to drive or tamper with car unless by permission of commanding officer."

Pittsburgh, Pa.

"Drivers shall put on chains when, in their estimation such should be done, notifying Officer of their action. Chains must not be used when it is raining, except where the condition of the street justifies their use. Chains must be removed when conditions warrant. When snow in quantity or icy condition exists, chains must be put on immediately."

"All drivers and extra drivers must have an operator's license from the state."

Providence, R. I.

"Chauffeurs shall always disengage the clutch fully when shifting gears or applying brakes. The practice of "slipping the clutch when turning corners and of driving with foot on the clutch pedal is strictly forbidden."

Milwaukee, Wis.

"On returning to quarters after working dirty water, the engine shall be connected with the hydrant and pumps thoroughly washed out."

Toledo, O., May Have Speed Car Company—Safety Director Cowell of Teledo, Ohio, is considering the formation of a special company to be furnished with a small speed car carrying hand fire extinguishers. The car would be used when the department received a call to extinguish a small fire.

WITH THE EDITOR

Following Up Violators of the Building Code

The Chief should watch very carefully for violations of the laws governing the erection of and alterations to buildings in his city. In this work he should have the hearty cooperation of the building inspector of his city or village, for without this his hands are to a large extent tied.

In many municipalities the law is very explicit as regards the construction of buildings or their alteration, in relation to matters of fire hazard. Unfortunately, however, the enforcement of such regulations is not always as strict as it should be, and the result is that violations creep in which it is sometimes impossible to remedy, once the building is completed, without rebuilding it.

It is much easier to discover and head off such violations before they have gone too far to remedy. Often the act of disobedience to the law is the result of either ignorance or carelessness and is not necessarily intentional. If the fact is pointed out in time, the violator, in nine cases out of ten, will gladly alter his plans so as to come within the law without recourse to legal procedure to compel him to do so. But if the violation has been built into the structure and involves heavy alterations or even the tearing down of the building, resistance by the perpetrator and probable long drawn out legal action will result. While the city, with the law to back it, will probably win out, yet the process may be long-winded and expensive.

There is no reason why the building inspector and the chief should not work hand in hand in such matters. It is certainly for the advantage of both to do so, and such cooperation would be a move toward efficiency in both departments.

A New Feature

There is nothing more valuable to the Chief of the Fire Department in increasing his knowledge of methods of fire fighting, fire prevention, inspection, discipline, or any of the other problems which confront him, than a free discussion of such problems. By this means he is able to take advantage of the experience of others along the same lines and to best judge the merits and faults of the methods which his fellow chiefs have adopted in meeting similar emergencies to those which confront him.

With this issue FIRE ENGINEERING inaugurates a new department known as "The Round Table," which, as its name implies, is intended to serve just the purpose outlined in the preceding paragraph. In this department, which will appear in each issue from now on, there will be treated all manner of subjects in which the chief is vitally interested, and the opinions, ideas and suggestions of all of our readers on these subjects will be gladly published. The question to be treated in the following issue will appear on "The Round Table" page in each number, so that the chiefs will have time to prepare and send in communications on the new subject.

In this way all readers of FIRE ENGINEERING can not only reap the benefit of the experience of others who have met and overcome problems and obstacles in the line of their daily duty, but also can pass along to their fellows the knowledge which they themselves have acquired in the work of fire fighting and fire prevention.

There is a fascination in squaring one's knowledge with that of the other fellow and in feeling that one has contributed even in a small degree to the general information on any given subject, especially when it is in line with one's own profession.

Another way in which chiefs can be mutually helpful in making "The Round Table" the success it deserves to be, is by sending in suggestions as to subjects to be discussed in its pages. In this all can help, as it is safe to say that there is not a chief who has not some subjects upon which he would like to have the advantage of others' experiences and ideas. Such action will not only evidence the interest which the chiefs take in this new department, but will also give the Editors an inkling as to what subjects the heads of fire departments wish discussed in "The Round Table."

This new department is entirely in the hands of the chiefs. It is for them to make it a help and advantage to the fire-fighting profession, and without their cooperation it will naturally fall flat. Help us to make it a big help to all!

Cooperation Between Small Departments

In various parts of the country movements have been put on foot to inaugurate a system of cooperation between the fire departments of adjacent communities, especially where such departments are those of small cities or villages, with a limited personnel and apparatus. In some such districts negotiations have so far progressed that a systematic running card has been established, so that in case of a large fire occurring that the local department cannot handle alone, the alarm system agreed upon between the subscribing cities and villages will call for a certain amount of help from the nearest available department, and so on as the need for help increases, until a general alarm will call out all the apparatus that the municipalities can spare.

Of course, a system of this kind must be predicated

upon the size in apparatus and personnel of the various subscribing units. It would be both unreasonable and unwise to expect any municipality to pledge itself to supply men and apparatus to an outside community in sufficient numbers as to endanger or cripple its own fire-fighting system. And this fact seems to be the rock upon which the attempt to form any such coalition of fire departments is apt to split. This fact was stressed very strongly at a meeting of a new association formed of Westchester County, N. Y., fire departments, and known as the "Fire Chiefs' Emergency Plan." It was pointed out by speakers at this meeting that it would be practically an impossibility for any small department, having, say, only two apparatus, to pledge itself to send one of these apparatus out of its limits, when two fires might easily occur at once, while the apparatus was away. This would not only be unjust to the taxpayers of the village, one speaker said, but might result in serious disaster and conflagration, before the absent apparatus could be returned to the home town.

Of course, such a possibility is remote, but still quite within the range of probability. This phase of the plan in other communities, however, is taken care of by a system of covering up, whereby, in case of a serious fire in one village, and the calling out of the apparatus of the next to help, the firemen and engines of the third department automatically move up into the house of the second until it has returned to quarters, much as the engines of a large city department cover up the vacant houses, in cases of second alarms.

That all-such problems can be satisfactorily worked out is shown by the fact that systems of this kind are now in vogue and apparently working satisfactorily. Certain it is that the various municipalities which are parties to some such system of cooperation are in much better shape to handle a conflagration in any of the subscribing members of the combination, than are those cities and towns which rely upon the haphazard generosity of their neighbors to help in time of need.

Los Angeles Awards 250 Diplomas

With all the pomp of a college graduation, 250 members of the Los Angeles Fire Department college, attired in their dress uniforms, received diplomas from Chief Ralph J. Scott and Assistant Chief Samuel A. Dodd. The entire class consists of 965 men. The exercises were held in the assembly hall at fire headquarters.

Assistant Chief Samuel Dodd (Front Row, Left) and Chief Ralph Scott, Right, Awarding Diplomas.

The course consisted of twenty lectures and all firemen under the grade of captain were required to attend. It treated with the transmitting and receiving of fire alarms, care of hose and equipment, fire escapes, standpipes and sprinkler systems, types and operations of fire extinguishers, brush and grass fires, arson, electrical hazards, building inspection, exposures, ventilation, salvage, overhauling, dust explosions, refrigeration, ship and dock fires, oil storage and oil fires, first aid and rescue work, fire streams, theater fires, a study of places of public assembly and safeguarding of life, the pension system, hydraulics and so forth.

Lectures were illustrated by 951 stereopticon slides and 16 reels of motion pictures, five of which were prepared especially for the course. A grade of 75 per cent was required for graduation and written examinations were held in the various subjects during the 18 months' study.

After the graduation exercises were concluded the groups of graduates assembled on the Spring street approach of the City Hall and photographs were taken. Prominent city officials joined the groups.

WESTCHESTER COUNTY, N. Y., CHIEFS CONSIDER EMERGENCY AID PLAN

Organization for Mutual Assistance Holds Its Second Meeting—Plans for Organized Methods of Covering in Case of Need Discussed

A SECOND meeting was held at the Mount Vernon, N. Y., Fire Headquarters of the "Fire Chiefs' Emergency Plan," on Wednesday, February 20. This plan was organized in the form of an association at a meeting of chiefs at New Rochelle, N. Y., on January 23. Chief George S. Towle, of the Larchmont Fire Department, chairman, presided.

The object of the plan is to formulate a method of organized mutual aid by the fire departments of Westchester county in the event of conflagration or other urgent need.

Those present at the second meeting were Chiefs Towle, Larchmont, Mulcahey, Yonkers; Gibson, Mount Vernon; Jones, New Rochelle; Birkett, Port Chester; Conway, East Port Chester; Lemon, Mamaroneck; Brennan, Pelham; Haynes, Hastings; Steuhl, Eastchester; and Dobbs, Scarsdale. There were also present First Deputy Chief Limekiller, Hastings; First Deputy Chief Peterson, Larchmont, Lieut. Revere, Larchmont, Secretary of the Plan; Major John H. Howland, of the National Board of Fire Underwriters; Mr. Chambers, of the New York Telephone Company, and Robert H. Lockwood, Editor, FIRE ENGINEERING.

There was considerable discussion among the chiefs present as to how far each department could pledge itself to assist any city included in the plan in case of urgent need, and it was agreed that a definite plan for such organized assistance should be laid over for further consideration at the next meeting of the plan, which is to take place at Yonkers on March 20.

Two committees were appointed by Chairman Towle. One of these was formed with the object of waiting upon Chief John Kenlon, of New York City, to arrange the cooperation of his department with the cities included in the plan in case of need. This was composed of Chiefs Jones (Chairman), Brennan and Mulcahey. The second committee was that on Responsibility, composed of Chiefs Steuhl (Chairman), Dobbs and Haynes.

Chief Lemon, as chairman of the Committee on Telephones, spoke of a proposed plan whereby the Telephone Company would assign special lines to be used to connect the various fire headquarters so that quick calls for aid could be transmitted. Mr. Chambers, representing the New York Telephone Company, asked that a meeting be arranged between the committee and the Company, to consider further such a plan. He pledged the hearty cooperation of the Telephone Company with the chiefs. Major Howland and Mr. Lockwood both spoke heartily in favor of the objects of the Chiefs' Emergency Plan, predicted success for the project and pledged the support and assistance of their organizations.

Chief Mulcahey invited the members to meet in March at the Yonkers headquarters and this was accepted. With a vote of thanks to Chief Gibson for his hospitality, the meeting adjourned.

Belvedere, Ill., Has Rural Apparatus—New fire apparatus has been placed in service at Belvedere, Ill., to protect 180 farmers living principally in Flora, Spring, Belvedere and Bonus townships.

Questions and Answers

NOTE—Readers are invited to send in questions, which will be answered in the order received. Names are omitted from questions unless otherwise specified.

"CTC" Vaporization Temperature

To the Editor:

Can you give me the temperature at which carbon tetrachloride forms a gas, and the number of cubic feet of gas at atmospheric pressure a quart of it will produce. In other words, I would like the chemical and physical properties of carbon tetrachloride?

T. W. T.

Answer: Carbon tetrachloride vaporizes at practically all temperatures encountered in this section of the country. The rate of evaporation increases with the temperature. Carbon tetrachloride will boil at approximately 170 degrees Fahr. (76.4. degrees Centigrade).

As to the volume the carbon tetrachloride gas will occupy, this depends entirely upon the temperature. The lower the temperature, the less the volume of gas.

Unless the temperature is known, it would be impossible to say how much gas a quart of carbon tetrachloride liquid would produce.

Range of Stream

To the Editor:

Back in August, 1924, you published data relative to calculating the range of a street stream from deck pipe or hose wagon into the 2nd, 3rd, or 4th floor of a building; and specified the method in securing the base of same to have the stream play at an angle of from 30 to 45 degrees.

While talking with one of our district chiefs who recently took an examination for deputy chief, he explained a method whereby nozzle pressure can be secured if base and penetration are known and which is: If angle of stream is 45 degrees, multiply base by 1½; if angle of stream is more than 45 degrees, multiply height of window (through which stream is being directed) by 1½. I have never heard of this method before and would appreciate whatever information you can give along this line.

My method of solving such a problem as I have learned from your books is given below:

Question: A deck pipe on a hose wagon is placed 40 feet from a building. Penetration of stream to be 20 feet. What is nozzle pressure with 1½ inch tip?

Solution: (Allowing 12½ feet for each story) 12½x2+2 (for height of sill on 3rd floor)=27 feet. From this deduct 9 feet, or height of deck pipe, which gives us 18 feet. Square this result gives 324. Also square 40 giving 1600. 1600+324=1924. Square root of 1924=44 feet, which is the hypotenuse or range of the stream. Allowing 1 pound for each foot range of the stream, the nozzle pressure is 44+20 (20 feet for penetration)=64 pounds nozzle pressure.

I was told that this answer was wrong, and would like very much if you will check my work.

Thanking you again for your faithful service to me, I am,

K. W.

Answer: As far as your solution is concerned, for finding the necessary nozzle pressure to reach into the third floor of a building, you are absolutely correct.

The other method to which you refer is used to secure approximate results. This is for quick calculation at fires rather than for use in answering examination questions.

Insofar as the short method of arriving at approximate results, this is based upon the assumption that the stream will be directed at a 45 degree angle. In this case you have a triangle made up of the street, the wall of the building, and the hypotenuse which represents the path of travel of the stream. With a 45 degree angle the distance from the nozzle to the building will be the same as from the base of the building to the point where the stream enters the building. (In other words, an isosceles triangle.)

In an isosceles triangle the hypotenuse is equal to 1.41 times either of the two legs. But to make the operation still simpler for rough calculations it is assumed that the hypotenuse is equal to 1½ times either leg. In this case if the stream must reach up to a point 40 feet on the building, then it is assumed that the hypotenuse will be 60 feet, or 1½ times the 40 feet. This, it must be remembered, it only for cases where rough results are satisfactory.

Some Fire Alarm Questions

To the Editor:

Below are nine questions recently asked in an examination for fire alarm superintendent in this city. I will highly appreciate your assistance if you will answer them in an early issue of your journal.

W. H. A.

Editor's Note: Answers are given after each question to facilitate study thereof.

Question 1. How many 2-volt batteries (apparently you mean cells) need to give a current flow of 1/10 ampere on a closed circuit of copper wire, 4½ miles long; resistance of wire is 1.010 ohms per 1000 feet.

Answer. 4½ miles is equal to 23,760 feet; resistance is equal to 23.76 x 1.010, or 24 ohms (23.9976 to be exact). It will take more than one 2-volt cell to cause the required current to flow. Two cells, with a resistance of 16 ohms inserted in the line will give this current flow. As a matter of practice, more than this will be needed, for the necessary relays, etc., at central office will add probably 80 ohms of resistance in the circuit.

Question 1b. Would this battery voltage be suitable for a fire alarm system?

Answer. No. Not less than 10 volts should be used on such a circuit. The opening of a box will throw into the circuit the resistance of a sounder or bell magnet. Pulling of a box will throw in the resistance of the non-interference magnet. It will not do to have the total voltage too low, for these changes will affect the current flow too much.

Reference: M. F. A. S. (Municipal Fire Alarm Systems, as recommended by the National Board of Fire Underwriters). Rules 7b and 7c. All circuits shall be operated normally at a current strength at least 50 per cent in excess of the minimum necessary for operation of any connected device.

The voltage applied to maintain normal line current on circuits containing street boxes shall be not less than 10 volts, and shall be such that the line current will not be reduced below safe operating value by the simultaneous action of eight boxes.

Question 2. How would you install a fire or police alarm box to give maximum protection to the public, the linemen who are to work on the pole, and to the box?

Answer. You probably refer to protection from dangers due to any current in the line, to stray current coming on the line, or to lightning striking on or near the line. Such would refer to boxes mounted on poles, apparently. Assuming this to be meant, note the following from M. F. A. S. Rules.

4b. Conductors shall have an approved insulating covering. Single wires shall have not less than two braided weather proof coverings, thoroughly saturated and filled. Where passing through trees, guards or "tree-wire insulation" shall be used.

4d. Aerial cables shall have a lead sheath and shall be supported by approved hangers from a stranded galvanized steel mes-

senger wire of adequate tensile strength. Where passing through trees, cables shall be protected from abrasion. Spiral woven or so-called "loom" covering may be substituted for lead sheaths of aerial cables which contain but one side of any circuit. Such cable shall be continuous and without splice from one terminal box to another. Cables shall have a substantial rubber-filled tape covering under the sheath.

4e. Wires shall be supported on approved insulators and, so far as possible, shall run under rather than over electric light and power wires. Especial attention should be given to preventing liability to accidental contact with such wires. Chance of contact with trees should be avoided, either by trimming the trees or using insulating hangers.

4f. Wires from cross-arm to street box shall be enclosed in rigid metal conduit or pipe, with an approved weather cap at the top and an approved insulating joint or section immediately above the box.

Note: An insulating section may be provided in the conduit or pipe not less than 8 feet above the ground.

4g. Wires to boxes shall be not smaller than No. 14 B. & S. gage copper with type R. insulation, as defined by Rule 602 of the National Electrical Code.

6d. At junction of aerial open lines with cable, either aerial or underground, each conductor shall be protected:

1. By a lightning arrester as specified in Section a2 of this rule, which arrester should be of weatherproof type or be suitably protected from the weather.

2. By a National Electrical Code 2,000-volt 5 ampere enclosed fuse between the arrester and the cable conductor.

8g. The box starting lever handles shall be composed of or covered with insulating material.

8i. Boxes cases and all metallic parts at any time accessible to the public shall be permanently and effectively grounded.

8m. The placing of boxes in buildings on circuits with street boxes is not generally desirable; when such boxes are installed, they shall be placed as near as practicable to the point of entrance of the circuit and the interior wires shall be installed in rigid conduit, insulated in accordance with Article 5 of the National Electrical Code. Reliable means should be provided for disconnecting loops to boxes inside buildings.

8n. Boxes which may be tripped by remote operated means shall be equal in quality and functional characteristics to other boxes connected in the same municipal circuit, shall be arraigned for actuation from but one building; or from a group of buildings of single ownership. Such boxes shall be mounted in or upon or situated in close proximity to the building or some one of the buildings from which it may be tripped, preferably adjacent to the main entrance hereto; and the conductors connecting such boxes with the devices by means of which they may be tripped, shall be enclosed in rigid metal conduit, installed pursuant to Rule 503 of the National Electrical Code. Each installation of such boxes shall be subject to inspection and approval by the Inspection Department having jurisdiction and the Municipal Fire Alarm Authorities.

To briefly sum up the answer to this question we might say that to give maximum protection to the public wiring should be done in accordance with the Municipal Fire Alarm System Rules and Regulations as formulated by the National Board of Fire Underwriters.

Question 3a. Describe difference between a non-interfering box and an interfering box?

Answer. An interfering box is one that will send in a signal regardless of what other signals may be going over the same circuit at the same time; this may result in jumbled or confused signals, so that the alarm from one or both boxes may be lost.

A non-interfering box is one so constructed that, if another box is operating, or the circuit is opened from any cause, at the time the No 1 box is pulled; then the No. 1 box will drop out, and all or part of its signal will be lost. But any signal this box does send in will be clear so far as it goes. This box will not jumble or confuse the signal of any box that may be operating first, hence "non-interfering."

In modern fire alarm systems neither of the boxes stated is employed. The succession box is usually used. Of the interfering and non-interfering boxes, the non-interfering would be better to employ. It is commonly found in industrial plants and in small towns where few alarms are sent in.

As to why a certain type box is employed, the following references are again made to M. F. A. S.

8b. Boxes shall be non-interfering and succession, except as follows:

1. In a system requiring not to exceed 20 boxes, the boxes need not be succession, but shall be non-interfering if there is more than one box.

2. In a system not equipped with or requiring automatic repeating mechanism and where only one box is connected on a circuit, such box may be of plain interfering type.

3. In a Class A System which is not equipped with automatic repeating means (Rule 12h), circuits including only boxes of plain interfering type may be provided, if all of such boxes have closed-type break-wheels, not more than ten boxes are placed on any circuit, and are so placed that the distance between any two boxes in any one circuit, via highway, will not exceed 1200 feet.

It is evident that succession boxes are required for nearly all circuits, and may be used on any circuit. The non-succession, non-interfering box may be used only in a system of not more than 20 boxes. The interefering box may be used only in manual systems in certain specified limited cases; or in systems not having or requiring automatic repeating mechanism, with only one box on the circuit.

Question 3b. Describe difference between a repeater and a manual transmitter?

Answer. A repeater is a device used in a Class B or C system, having more than one circuit, for automatically transferring signals from the circuit of origination to other connected circuits.

Reference is made to M. F. A. S.—Rule 16d. Facilities shall be provided whereby alarms received from any box circuit will be automatically transmitted to all other circuits, whereby the effectiveness of non-interference and succession functions as to boxes in diverse box circuits will be no less than that between boxes in any one circuit, and whereby disablement of any box circuit by breaking thereof will cause a warning signal in all other circuits and, thereafter, the circuit or circuits not otherwise broken will be automatically restored to operative condition.

16e. Control facilities, whereby any or all circuits may be individually or simultaneously connected to or disconnected from the repeating mechanism and whereby circuits may be connected in series. These facilities may be combined with the repeating mechanism, the control board or the protector board.

20d. Where there are two or more box circuits, automatic repeating mechanism shall be provided in conformity with Rule 16d, except that such mechanism may be omitted where outside alarms are not required (Rule 9b) provided that registering facilties and sounding devices responsive to all box circuits are provided so as to be available to such person as well as all fire houses, pursuant to Rule 22a.

A manual transmitter is a device adapted to be operated by hand, whereby signals will be sent out over those circuits of the system which have alarm manifesting devices connected (and sometimes over all circuits of the system, as in a Class B system with all circuits connected in series or through a repeater). A manual transmitter may be considered as a box or alarm sending device, capable of being set to send variable signals; whereas the usual fire alarm box can transmit only one signal, as it has only one code wheel.

Question 3-c. Describe the difference between a fire alarm circuit and a police telegraph circuit.

Answer. This is an indefinite question; probably the questioner has in mind the particular class of circuits in use in his city.

(NOTE—*The conclusion of these Fire Alarm Questions and the answers to them will be published in the next issue.*—EDITOR.)

Carbide Lights Used by Fire Insurance Patrols

Fire departments and salvage patrols realize the need for portable flood lights to be used at night fires. A light, using processed carbide in cake form has been on the market for some time, and in a general way has been used by a number of departments. The light is portable and can be carried on a man's back. Once the device is lighted, it automatically cares for itself. The light produced is of intense brilliancy and penetrates both fog and smoke to a remarkable degree. The photograph shows such a light carried by a fire insurance patrol. It does not require much space.

Chicago Needs 6,000 Boxes

According to Edward Maloney, deputy fire commissioner of Chicago, the city needs six thousand fire alarm boxes. At present, many persons depend upon the telephone to send in fire alarms. The board of underwriters has estimated that the city is short almost ten thousand boxes. In some sections, almost every house has a telephone so that it was pointed out that the shortage is not as serious as it may appear. Mr. Maloney stated that 28,000 fire alarms were turned in last year from 2,600 fire alarm boxes.

THREE MEN KILLED WHEN PUMPER CRASHES DOWN ROAD EMBANKMENT

Company Speeding on Foggy Night From Stowe Township to Fight Oil Refinery Fire in Carnegie Plant at Heidelburg, Pa.—Many Injured

By WILLIAM E. PATTERSON

THREE volunteer firemen, all members of Hose Company No. 2 of the Stowe Township Volunteer Fire Department, one of the many suburban sections of the city of Pittsburgh, Pa., lost their lives when their pumper crashed down a steep embankment during a dense fog that had settled over Pittsburgh and vicinity for several days. The men were speeding to the plant of the Carnegie Refining Co. in Heidelberg, Pa.

The oil plant blaze for a time, threatened to wipe out the entire refining unit covering several acres of ground. The fire was fought by a dozen fire companies from surrounding municipalities and the city of Pittsburgh.

In addition to the firemen killed and injured in the fatal crash of the fire apparatus, several other firemen were injured while fighting the blaze.

The fire started from some unknown cause. It was discovered by workmen around the plant who immediately summoned the Heidelberg firemen. After raging for several hours the fire had apparently been entirely extinguished, only to break out anew with more intense fury.

The fire started in a large two-story brick building about one hundred feet wide and three hundred feet long used for the refining of oil. When the fire was at its height flames were leaping from all parts of the building and threatened five tanks each

Ruins of Oil Refinery of Carnegie Refining Company at Heidelberg, Pa.

containing five thousand barrels of wax oil and eight tanks each of one thousand barrel capacity containing kerosene. At the extreme end of the plant were several large tanks containing large quantities of refined gasoline. These tanks, some of which were located along both sides of the burning building, were saved.

The second outbreak of the fire took place about 9:30 p. m. Firemen were called from Carnegie, East Carnegie, Crafton, Ingram, Kirwin Heights, Bower Hill, Bridgeville, Dormont, Mt. Lebanon, Castle Shannon and Stowe Township as well as one paid Fire Company from the city of Pittsburgh. Two companies were sent to the fire from Stowe Township, one of which had the accident. There was a scarcity of fire hydrants.

One half mile north of Ingram the apparatus from Stowe Township suddenly left the paved road and rolled down a steep embankment fifty feet into a deep gully pinning the firemen beneath and practically demolishing the heavy gasoline pumper.

Two fireman were living when taken from the wreckage; one died enroute to the Ohio Valley Hospital, and the other died from a fractured skull an hour after being admitted to the Mercy Hospital. The third man died some time later from injuries received. The other members of the company who were more or less injured in the crash were taken to the Ohio Valley Hospital for treatment.

Dauphin County Firemen to Meet in June—Arrangements are being made for the convention of the Dauphin County Firemen's Association to be held in Harrisburg, Pa., June 7 and 8.

WHAT'S BURNING

THE following list includes fires of $25,000 loss and over in the United States and Canada, for the periods designated in the headings. These figures, compiled from telegraphic reports, are based on estimates made at the time, and are subject to later investigation and consequent revision. Taken as a whole, however, they give an approximately correct view of the losses incurred. The figures represent loss in thousands.

Week Ending February 22

PLAINVIEW, TEX.—Plant of O. B. Jackson	25
BROWNSVILLE, PA.—Laskey Confectionery store	75
DE PERE, WISC.—Business bldg. of Jackson estate	80
KENILWORTH, N. J.—Home of J. Arthur, Orange Park	50
SPRINGFIELD, O.—Bldg. of Central Brass Co.	165
FULTONHAM, OHIO.—Shrider Hotel destroyed	25
AKRON, OHIO.—Mayfield Apt. bldg. West Hill	300
TARRYTOWN, N. Y.—"Woodycrest" owner Mrs. F. J. Shepard	50
PATEROS, WASH.—Whse. of G. H. Cross Co.	25
JOLIETTE, QUE.—Tahab & Freres plant, adj. property	45
LOS ANGELES, CALIF.—Ince picture studio	80
PITTSBURGH, PA.—St. Adelbert's Polish school	25
TUPELO, MISS.—Gregmoore Bldg., adj. property	200
FLASHER, N. D.—Flasher Cash Store, adj. bldgs.	80
MT. AIRY, N. C.—Bowman Store and other bldgs.	45
E. PROVIDENCE, R. I.—Bldg. Fox Pt. Whse. Co.	80
AULANDER, N. C.—Chowanoke Hotel destroyed	25
BROOKFIELD, MO.—United Brethren Church damaged	25
OIL CITY, PA.—Center St. business property	45
HIGH POINT, N. C.—L. R. Terry Bldg. destroyed	45
BRIDGETON, N. J.—Public Service Garage damaged	30
LEWISTON, PA.—Kennedy Apts. adj. property	65
MARS, PA.—Three business buildings	50
SOUTH HAVEN, MICH.—M. E. Church destroyed	25
OMAK, WASH.—Biles-Coleman Lumber Co. plant	400
CEDAR RAPIDS, IOWA.—Factory of Clark-McDanel	80
CANTON, OHIO.—Lefkovits store, Market St.	80
CARLYLE, ILL.—Building occupied by Barkley Canning Co.	45
FEDERAL, PA.—Public school bldg., destroyed	30
VAN WERT, OHIO.—Factory of Container Co.	80
GLEN COVE, N. Y.—Store of Max Bloom	80
GREAT NECK, N. Y.—Spalding Mansion, Old Hill Rd.	125
LONG BRANCH, N. J.—Heidi bldg. damaged	25
SAULT STE. MARIE, ONT.—Knight block destroyed	60
MT. CARMEL, PA.—Marble Hall Hotel	25
HARRISBURG, PA.—Central Trust Co. bldg.	25

Week Ending March 1

BROOKLYN, N. Y.—Business bldg. 690 Fulton St.	75
MANIWAKI, QUE.—Maniwaki Hotel destroyed	25
ECORSE, MICH.—Steamers Sappho and Erie destroyed	190
ALFRED, N. Y.—Babcock Hall, Alfred University	40
MAYVILLE, N. Y.—Business property destroyed	40
SHENANDOAH, IA.—Mixpah Hotel and adj. property	65
AVON N. Y.—Zion Episcopal Church damaged	25
CHICAGO, ILL.—Store, Marshall Field & Co.	40
FALL RIVER, MASS.—Bldg. on Pleasant St.	80
BAR HARBOR, ME.—Mt. Desert Building damaged	50
BANGOR, ME.—Center St. tenement bldg.	35
MONROE, N. C.—English Drug store and adj. property	25
WASHINGTON, D. C.—St. Dominq's R. C. Church	45
NEW ORLEANS, LA.—Independent Laundry plant	125
RICHMOND, VA.—Westwood Golf House destroyed	80
SPARTANBURG, S. C.—Plant of Jamison Tobacco Co.	80
E. BATHURST, N. B.—Bosca & Buraglia plant	25
CRAFTON, PA.—First M. E. Church damaged	28
BUCHANAN, MICH.—Manual training bldg. destroyed	45
SAGINAW, MICH.—Rosenberg building, adjoining property	35
SPRINGFIELD, ILL.—Warehouse of F. M. McGowan Co.	50
MINNEAPOLIS, MINN.—Sanford Annex destroyed	25
ELKHART, IND.—Plant of Losbbough Tool Co.	35
HARVEY, N. D.—Two business buildings destroyed	80
FOLEY, MINN.—Store of Chmielewski Co.	50
LONDON, OHIO—Business section damaged	250
CHARITON, IOWA—Teasley store destroyed	25
DAYTON, WASH.—Fashion Craft Bldg. destroyed	300
NAPERVILLE, ILL.—Nicholas Hall, North Central College	200
ELLWOOD CITY, PA.—Lawrence Ave. business bldg.	40
DUQUOIN, ILL.—Roundhouse, Ill. Central R. R.	25
MOBERLY, MO.—Pennings building destroyed	125
BONNE TERRE, MO.—Andrews dept. store destroyed	80
FRANKFORT, KY.—Old state executive bldg.	100
PARLIAMENT, ONT.—Bldg. at 38 Sydenham St.	25
CHICAGO, ILL.—Clemenson Cabinet Works, W. Chicago Ave.	40
ROME, GA.—Bldg. of Rome Chair Co.	25
BETHEL, CONN.—Factory of C. A. Wright Hat Co.	50
LOWELL, MASS.—Plant of Union Crayon Co.	25
GADSDEN, ALA.—Hotel Printup and adj. property	275
VANCOUVER, B. C.—Factory Bldg. Can. Inst. for Blind	25
LIVINGSTON, ALA.—Alabama Inn destroyed	70
BEAVER DAM, WISC.—Detgen block damaged	25
ROCKFORD, ILL.—Whse. of Roper Corporation	30
GARNER, IOWA.—Store of C. J. Schneider	25
WAMPLER'S LAKE, MICH.—Hotel property of Geo. Nisle	25
BATAVIA, N. Y.—Property of A. Leaton, 2 mi. South	25

Plans Made for Ohio Chiefs Convention—A meeting was held in the office of the state fire marshal to make plans for the convention of the Ohio Fire Chiefs' Convention that will be held in Sandusky, June 3-5. The committee that will handle the exhibits consists of Chiefs Joseph H. Speddy, Lakewood, Thomas J. McFarland, Marion, and D. K. Moser.

OF INTEREST TO VOLUNTEER FIRE DEPARTMENTS

AID SHOULD NOT BE SENT IF TOWN IS LEFT UNPROTECTED

Fire Chief's First Duty Is to Protect Own Community—Men and Apparatus Often Leave Town Thus Stripping Fire Defence*

By W. A. GROCE,
Assistant State Fire Marshal of Washington

WHEN the small city or town receives a call for help from a rural district, a very serious problem immediately arises. In most cities the mayor is the commander in chief of the fire department, and the city charter usually has a provision therein, making it necessary that the chief under no circumstance leave the city with apparatus without first having the approval of the mayor. But here we meet the first hitch. The mayor will most always say, "Well, Chief, use your own best judgment, you know more about that than I do." If nothing serious happens all is well, but if everything does not go the way it should, who is the goat? The fire chief is, of course.

Rural district calls naturally reflect on the fire department budget; wear and tear on tires; the deteriorating effect on the entire mechanism of the machine by traveling at a high rate of speed on roads that sometimes are not in good repair; the operation of the pump for long periods of time; gasoline and oil; all these things go to make your operating expense much greater than if there had been no rural calls. One of our fire chiefs told me just the other day that his pumpers, when responding to an alarm outside of the city, would work hours as against minutes when at home.

There is serious danger of injury to fire department personnel from road accidents. It is detrimental to the efficiency of the department. At the best, fire department work as a vocation is hazardous enough without adding more dangers. It is my opinion also that a city can be held for personal liability and property damage in road accidents occurring outside the corporate limits, where a fire truck is involved.

It often happens that the apparatus is of little or no value after a fire is reached, if it is at a considerable distance, without water facilities. First aid appliances are of little value where a fire is well under way except to prevent its spread to other buildings. Even though the department finds that they are of no help, they usually remain at the scene of the fire until the last spectators depart, in the meantime leaving their own district unprotected.

Inasmuch as fire equipment is purchased and maintained by the property owners in a municipality, it is only fair that they should at all times have the fullest measure of protection such equipment affords. This means that no equipment should be dispatched outside of the corporate limits without their full knowledge and assent, especially if the remaining apparatus is less than required to cope with any fire of conflagration proportions.

Even though sufficient apparatus remains in service within the town, it frequently happens that the chief and some of the ablest men of the department leave the town on the apparatus. Many times nearly the entire department will leave the town to respond to outside calls, thereby jeopardizing the property which is entitled to this protection.

In cities or towns maintaining only one piece of apparatus, no outside response should be permitted unless there is an agreement with a nearby city to cover in immediately in case of fire. The infrequency of fires in small cities is sometimes considered by those in charge, but it must be remembered there is always the danger of the unexpected happening when least prepared.

The amount of insurance written by fire insurance companies and the amount of premiums collected is dependent upon the classification of the fire defenses and physical conditions of the city or town. The removal of apparatus from a city to outlying districts may mean a change in the classification and should a fire of considerable proportions occur during its absence, the companies would suffer an unjust loss. In fairness to these insurance companies, it is the duty of a city or town to maintain its public fire fighting and protection facilities at all times up to the standard which has justified the present insurance rates.

During the early part of this year at Algona, Iowa, the District Court rendered a decision, which in effect, relieves insurance companies of any liability for loss if such fire occurs while the fire equipment is out of the city. Suppose for instance you responded to an alarm outside of the city and while you were away a fire occurred in the city, doing considerable damage by reason of the department's absence and that no insurance was carried on the property destroyed. What would happen? I believe that the city could and would be held liable for the loss should suit for damages be instituted by the property owner.

For example, a call for help came into one of Washington's enterprising small cities from a town some

(*Continued on page 203*)

It's No Fun to Fight a Fire in This Kind of Weather

A structure a block long and four stories high, was destroyed in Chicago while the city was suffering from zero weather. Firemen were forced to keep moving to prevent becoming frozen to the pavement. Water froze just as soon as it fell from the streams. Damage was estimated at $500,000.

The new Fomon hopper-cover, inverted over the body of the generator, makes the complete self-contained unit illustrated to the left.

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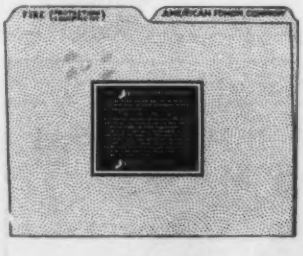

The Fomon Fire File Folder illustrated above contains valuable data on fighting oil fires, which every department should have on file. Use coupon below for free folder.

Apparatus without generators today lacks complete equipment.

Apparatus without Fomon generators lacks the most complete fire department foam equipment available.

The new Fomon Booster Tank Size Generator will operate either from booster tank water supply or regular water supply at the scene of the fire, without requiring adapter to change from chemical hose from tank to regular hose.

Both this generator and the standard size are light, portable, compact and built for use in the field. They are completely self-contained and operate with Fomon twin chemicals to produce instant foam or with Fomon A or B chemical to make foam solution for use at a distance. Fomon produces more foam per pound of chemicals than others.

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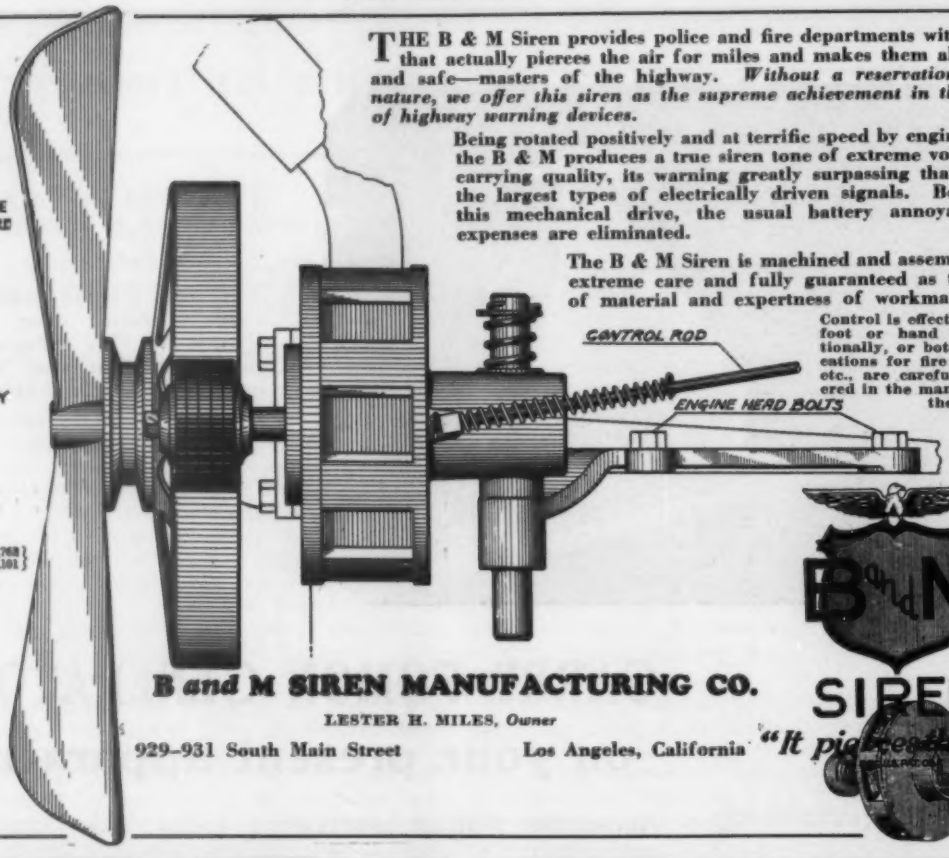
Others Pending

THE B & M Siren provides police and fire departments with a voice that actually pierces the air for miles and makes them absolute—and safe—masters of the highway. *Without a reservation of any nature, we offer this siren as the supreme achievement in the design of highway warning devices.*

Being rotated positively and at terrific speed by engine power, the B & M produces a true siren tone of extreme volume and carrying quality, its warning greatly surpassing that of even the largest types of electrically driven signals. Because of this mechanical drive, the usual battery annoyance and expenses are eliminated.

The B & M Siren is machined and assembled with extreme care and fully guaranteed as to quality of material and expertness of workmanship.

Control is effected through foot or hand levers optionally, or both. Specifications for fire apparatus, etc., are carefully considered in the manufacture of these signals.



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NEW YORK INSTALLS WATER TOWER WITH DOUBLE MAST

Machine Capable of Discharging Four Heavy Streams at One Time

THE New York Fire Department, on March 1st, tested out and accepted a new water tower employing an innovation which has proven itself on one of the towers at present in service, and which was developed by the New York Fire Department Repair Shop.

This feature is a double mast, making it possible to direct two heavy streams on the fire from the mast, one at 65 foot elevation and the other at approximately 35 feet elevation. In the ordinary water tower, where a single mast is employed, the department is limited to one high stream.

On the new water tower a separate mast, placed alongside and parallel to the main mast, is provided. This auxiliary mast, which delivers a stream from a point of about 35 feet high, is supplied by hydrant lines, or engine lines, through a two-way siamese fitting placed at the lower end of the mast.

The main mast, however, is supplied, as usual in the present towers, through a manifold which may be fed by as many as six 3-inch streams.

Three inlets are provided on each side of the platform, each 3 inches in diameter, and these are brought into a common chamber which feeds the mast through approximately 35 feet of 4-inch hose.

Instead of having two hydraulic cylinders for raising the mast, the tower has three, each 10 inches in diameter. Instead of employing 125 pounds, as is usual in water towers to elevate the mast, it employs but 80 pounds.

Another innovation is the extra deck gun with which the tower is equipped. Instead of having a single deck gun, two are provided, one placed near the rear right hand side of the truck while the other is placed toward the front on the left hand side.

Each deck gun may be fed with six 3-inch streams, for the tower is provided with a three-way siamese on each side for fire department connection. The two deck guns are cross-connected beneath the platform of the truck so that either one can be supplied by streams attached to either side of the truck.

Thus the double mast and the two deck guns have provision for 12 lines of 3-inch hose to supply them. In addition, provision is made, as noted above, for two streams to supply the auxiliary mast.

The new tower is to be placed in service in the new quarters of Hook and Ladder Company No. 3 on East 13th Street near Union Square.

The tower is drawn by a six-cylinder tractor, of 130 horsepower. The entire machine weighs 2400 pounds. It has four wheel brakes, can attain a speed of 45 miles and can be raised in 30 seconds.

Incidentally, when all pipes are in operation, the machine is capable of discharging 9,000 gallons of water per minute at nozzle pressures usually employed on large size pipes.

The tower has another feature in its construction—a tiller wheel for manoeuvring the rear wheels to facilitate placing the apparatus into position in front of a building and also for steering when backing into quarters. Instead of having tormentors placed as formerly employed in water towers, this machine utilizes two 4-inch I-beam horizontal extension pieces which are supported by screw jacks on either side of the tower. These I-beams, when not in use, are shoved back under the truck where they are carried without projecting on either side. When the tower is placed in operation, the I-beams are drawn out through their guides and the ends are jacked up, giving a very stable arrangement, and guarding against any possibility of tower overturning when both masts are in operation at high pressure.

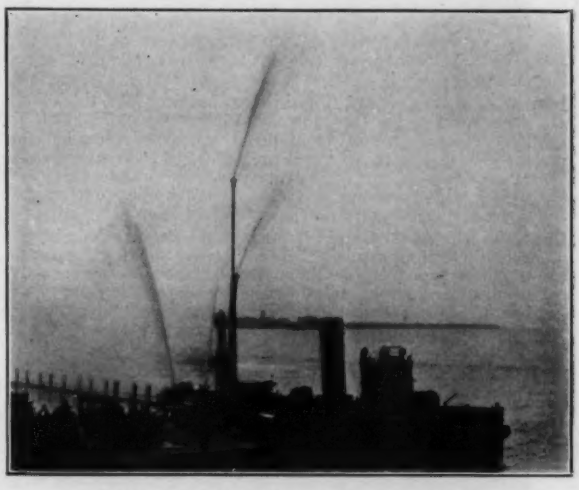
Auxiliary tormentors are placed just over the front wheels, to give additional stability and solidity to the apparatus when it is in operation.

The tower was designed and the specifications were written by engineers of the New York Fire Department. It was built by the Seagrave Company of Columbus, Ohio. The auxiliary mast is an invention of Assistant Chief of Department, Thomas F. Dougherty.

The test was conducted by Fire Chief John Kenlon and observed by Fire Commissioner John J. Dorman, Chief Hubert J. Tracy in charge of the department Bureau of Repairs and Supplies, and Deputy Chief Richard J. Marshall, in charge of the Division of Apparatus and Shops. Commissioner Dorman and Chief Kenlon expressed themselves as exceptionally well pleased with the performance of the apparatus. Deputy Chief Marshall said the new tower had lived up to all expectations.

Here's the Pioneer Duplex Tower

The above illustration shows the first duplex tower used in New York. The auxiliary mast was installed at the New York Fire Department Repair Shops. This tower served as a model when the plans for the new tower, just delivered, were being drawn. This particular photograph was taken at a fire on Madison Street, New York, on February 26. Note the auxiliary mast nozzle about half way down the main mast.



New York's New Water Tower Is Tested

Here it is, delivering four large streams: One from main mast, one from auxiliary mast and two from deck guns. Fireboat supplies the water.

New York Pension Head Dead

Peter J. Quigley, chief of the division of pensions of the New York Fire Department, died last night in Bellevue Hospital where he was being treated for the past month for cancer. His health had sunk so low that a blood transfusion was ordered by Dr. Harry Archer of the fire department, but Mr. Quigley did not respond to the treatment.

He had been in the service since 1899, serving in various departments. In 1904 he was appointed to the Fire Department relief Fund. By special act of the Legislature in 1923 he received the rank of deputy chief in the uniformed force with the provision that his prior service in the civilian force be counted as time served in the uniformed force.

The Round Table

(*Continued from page* 186)

at all times be under the control of the driver at intersections in order to prevent accidents.

Geo. Boughner, Fire Marshal, Grand Rapids, Mich.: All of our apparatus is equipped with one green and one red cowl light, and the headlights are half red. Sirens are sounded at railroad crossings and all street intersections and the speed reduced sufficiently to enable apparatus to be brought to a stop if necessary. Traffic regulations as to speed, etc., are observed when apparatus is returning from a fire.

Louis Locher, Chief, Springfield, Ohio: Accidents to apparatus are prevented by reducing the speed limit in business districts and at blind intersections in residential districts, also by having in the employ of the department drivers who are experienced and able to keep cool in case of an emergency.

James M. Casey, Chief, Cambridge, Mass.: The rule of the department is that apparatus must not exceed 25 miles per hour. Each piece of apparatus is equipped with a bell and a siren and I have recommended to the City Council to place sirens at certain locations so as to notify the public that fire apparatus is approaching. All traffic rules must be obeyed in returning from an alarm of fire.

Chas. Smith, Asst. Chief, Hamtramck, Mich.: We have a rule in this department that limits the speed of apparatus to thirty-five miles per hour when responding to an alarm of fire and twenty miles per hour when returning to fire house. I believe that by reducing the speed limit and not depending on others, drivers will reduce the amount of accidents to fire apparatus.

S. J. Flores, Chief, Shreveport, La.: I have issued orders to drivers not to exceed thirty-five miles per hour at any time in responding to a fire and at all times to have their apparatus under complete control so as to enable them to stop in the event of an emergency. We have found that it is better to be a little late in arriving at a fire and get there in good condition than to have a wreck and not get there at all, or perhaps cause someone to lose their life.

Edward J. Green, Chief, Steubenville, Ohio: Drivers are instructed to drive carefully, slow up when going through traffic and sound sirens and bells when approaching crossings. They are also instructed to slow up when coming to main highways and proceed past red lights slowly if no traffic officer is there. All trucks and chief's auto have two red cowl lights. Others are prohibited from using these lights on their automobiles.

Howard C. Kimball, Chief, Salem, Mass.: All apparatus is supplied with sufficient mechanical warning appliances. Experienced and competent drivers are employed by the department. In responding to an alarm of fire an officer accompanies the apparatus. Rules governing excessive speed and caution in the approach to crossings and intersecting streets should be strictly enforced.

U. S. Grant, Chief, Evansville, Ind.: In answering fire alarms all apparatus stop at red lights to see that everything is clear for them to proceed. When returning to the house, the traffic laws of the city are to be obeyed by the department in the same manner as private vehicles. Drivers are forbidden to exceed thirty miles per hour in going to a fire and if conditions warrant to drive even slower than this to insure their safe arrival at the fire. It is far better to arrive at the scene of a fire a little late than to have an accident and not get there at all.

William H. Cook, Chief, Hartford City, Ind.: Our best method at the present time, to prevent accidents, is the installation of small sirens in the congested districts to warn the public that the apparatus is approaching in that direction. With this method we have been successful in eliminating a considerable number of accidents.

James J. Mulcahey, Chief, Yonkers, N. Y.: Accidents are prevented by the use of the street traffic lights and patrolmen at the various street intersections. This department holds the officer in charge and the chauffeur responsible for all accidents, compels them to have the car under control at all times. In congested districts rules compel drivers to slow down to a walk and if necessary to a full stop and have a man precede the apparatus in order to see that everything is all right.

John C. Stahlhut, Chief, Ft. Wayne, Ind.: By instructing drivers to be careful in congested districts where traffic is heavy, to have their apparatus under control while driving through red lights, to sound bells and sirens continuously as a warning that the apparatus is approaching, the number of accidents to fire apparatus in answering alarms will be reduced. In this city parking is not allowed within fifty feet of any corner in the high value district.

Jeremiah McGill, Chief, Trenton, N. J.: We have found that by complying with the speed limit of thirty to thirty-five miles per hour and by keeping the apparatus under control at all times the safe arrival of apparatus at fires is insured. Apparatus should at all times be kept in first class condition, ready for any emergency.

Wm. D. Champion, Chief, Goshen, Ind.: I find that careful driving has a great deal to do with reducing accidents. By using the best sirens we can find, and with the aid of the police department, this problem is made easier.

O. O. Ordwar, Chief, Reading, Mass.: I can't say that I employ any particular methods to prevent accidents, with the exception of impressing the drivers as to their responsibility. I want them to arrive at the quickest possible moment, but I also want them to arrive at the fire in good condition. The state law holds drivers responsible if they are proven at fault in case of an accident and therefore I always endeavor to pick experienced and competent men for this position.

J. C. Pierce, Chief, Woodstock, Ill.: I find it is better to drive carefully and to arrive at a fire safely than not to arrive at all. We have never had an accident in this department and have lost very little time.

E. G. Stringer, Chief, Talladega, Ala.: Drivers are instructed to proceed slowly through congested streets. The greatest danger we have encountered in responding to alarms of fire is private vehicles following the apparatus.

M. H. Ellet, Chief, Huntington, Ind.: I have instructed drivers to use their best judgment in responding to a fire. In the past eight years we have had but one accident which we consider a very good record.

Chas. J. Andrews, Chief, Ann. Arbor, Mich.: Fire routes have been established in the congested areas and sirens placed on various corners which are operated from the engine house. Our apparatus is equipped with extra size sirens. Drivers are instructed to proceed slowly in congested districts between 10 a. m. and 10 p. m.

C. C. Lampman, Chief, Whiting, Ind.: Drivers are instructed to have their apparatus under control at all times, slow down when crossing intersecting streets and not to drive faster than ten miles per hour when passing a red light.

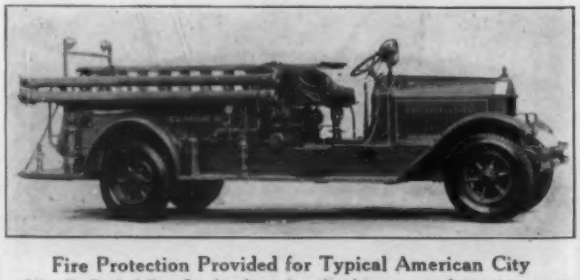
Joseph Waidelich, Fire Marshal, Topeka, Kans.: While our department has no speed limit, competent drivers are employed and instructed to drive apparatus carefully. We have found that an accident is a lesson not to be forgotten by drivers or officers in charge, and therefore have not made a practice of discharging or removing a driver in the event of an accident.

Harry E. Colby, Chief, Franklin, N. H.: I have reduced the speed limit of apparatus responding to alarms of fire and have instructed drivers to use their best judgment in getting apparatus to the scene of fire.

Five Fires Started in Tenements

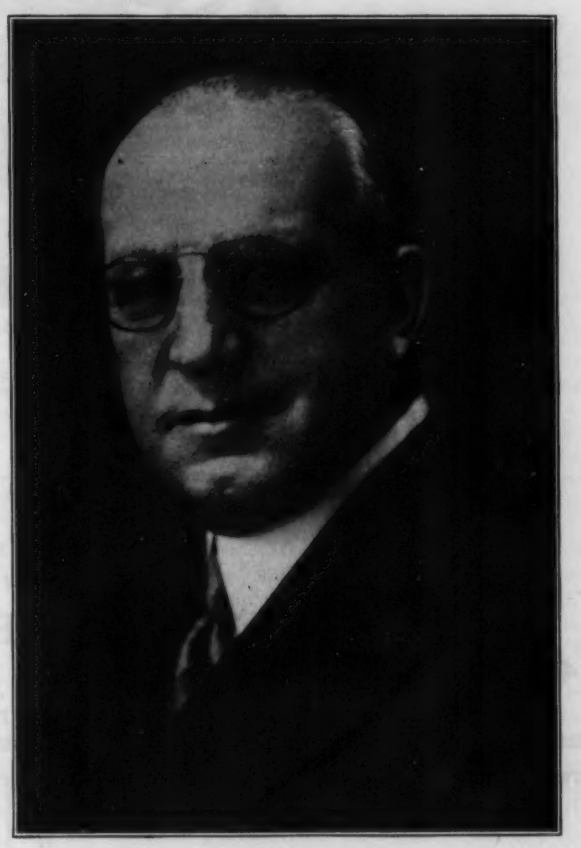
Arrested at first as a suspicious person, a man later admitted that he had set fire to baby carriages parked in the hallways of five separate tenement houses in New York City within an area of less than one square mile.

Police became suspicious when they noticed the same person present in the small groups that came to watch the apparatus that responded to the first three fires. None of the blazes was serious.



Fire Protection Provided for Typical American City

John D. Rockefeller, Jr., has been donating large sums of money to reconstruct Williamsburg, Va., to its pre-revolutionary grandeur. The architecture and the layout of the city will be such that a visitor will almost believe that he has stepped back to the days before the American Revolution. A type 91 triple combination American-LaFrance pumper has been purchased to protect this novel community against fire. The pumper is equipped with a forty-gallon chemical tank.



The man who developed and introduced the foam method of fire-extinguishing

Now Announces Something Radically New and Better

Non-Liquid Fire Extinguishers and Systems That Put Out Fires Without Water, Wet or Muss. Non-Injurious and Non-Freezing.

Fire equipment salesmen will appreciate the advantages in having exclusive sale of a very profitable specialty in this line—something independent of the present demoralized conditions in the industry—and something the price-cutter cannot get.

Responsible district managers and distributors now being enrolled.

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Buffalo Type 50—500 Gallon Pumper

Buffalo Pumpers are the most highly developed in design, construction and engineering standards and are intended for municipality, community and township fire protection.

Buffalo Pumpers are also noted for their efficiency and their great abundance of reserve power. They are pumpers with stamina and speed. All the above have to be credited for bringing great pumping merits for Buffalo Pumpers.

Buffalo Pumpers are given great and careful attention when under construction at our factory by engineers, both mechanical and designing, who have been in contact with the construction of pumpers for years.

Buffalo Pumpers range from 300 gallon capacity to 1000 gallon capacity.

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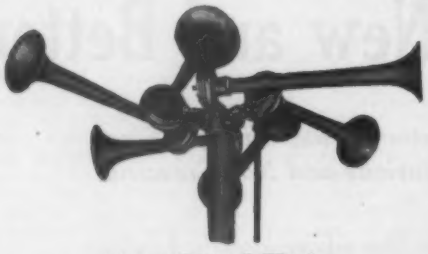
FIRE ALARM WHISTLE



1 A 3 — "Sixtette" Whistle

The Harrington-Seaberg 1A3 — "Sixtette" Fire Alarm Whistle is the one whistle that can not be confused with other whistles or noise. Operates from 100 blast capacity storage reservoir, thus assuring positive operation even tho electric current may be shut off for 24 hours.

Can be coded and firemen directed to exact location of fire without loss of time.

Write today for complete description of this new fire alarm whistle.

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CINCINNATI, OHIO

SOUTHWESTERN CHIEFS MAKE FINAL CONVENTION ARRANGEMENTS

Executive Board Prepares Excellent Program of Coming Gathering at Shreveport—Important Subjects to be Discussed—Good Entertainment Provided

AT a recent meeting of the Executive Board of the Southwestern Association of Fire Chiefs, held at Shreveport, La., the program and final arrangements for the second annual convention were perfected. This gathering, which is to be held at the Hotel Washington, Shreveport, La., on March 25 to 27, promises to be an important event in fire-fighting circles of the Southwest. The convention sessions are to be held in the Auditorium of the hotel and an information bureau will be established in the lobby for the convenience of the chiefs. Reservations may be obtained by writing or wiring Chief S. J. Flores, of the Shreveport Fire Department.

Chief S. J. Flores, Shreveport, La., Host to Convention

According to Chief J. E. Taplin, Blackwell, Okla., president of the association, a great deal of interest had already been manifested by the chiefs of the various states covered by the body in the coming convention. The program has been arranged with the view of making it an instructive as well as interesting one. It has been divided into three half-day sessions, in the first of which the topics are all allied to fire prevention; the second will be a fire-fighting session, and the third devoted to subjects of general interest to the chiefs of the district.

Chief Flores has arranged an excellent program of entertainment, including a chicken barbecue on the evening of March 25; a tour of inspection of the local Fire Department, Water Works and Water Supply on the afternoon of March 26, and a banquet and dance at the hotel in the evening.

The officers of the association are: President, J. E. Taplin, Chief Fire Department, Blackwell, Okla.; First Vice-President, W. J. Springer, Chief Fire Department, Texarkana, Ark.-Texas; Second Vice-President, S. J. Flores, Chief Fire Department, Shreveport, La.; Secretary-Treasurer, Tom Lyle, Chief Fire Department, Okmulgee, Okla.

The program is as follows:

Monday, March 25

9 a. m.—Registration.

11 a. m.—Opening Session. Music. Address of Welcome, Mayor L. E. Thomas. Response, Chief John M. Evans, President International Association of Fire Chiefs. Appointment of Committees. Announcements, Chief S. J. Flores.

"The Object and Aims of the Southwestern Association of Fire Chiefs," Chief J. E. Taplin, President Southwestern Association of Fire Chiefs.

1:30 p. m.—Fire Prevention Session. "The Duties of the Fire Department in Fire Prevention," by D. W. Brosnan, Chief Fire Department, Albany, Georgia.

2:15 p. m.—"Fire Prevention in the Uses of Natural Gas," by R. A. Bogan, Chief Fire Department, Baton Rouge, La.

3 p. m.—Round Table Discussion. Chief W. J. Springer, Texarkana, Chairman, Vice President Southwestern Association. Discussions will be limited to subjects relating to fire prevention.

4:30 p. m.—Business.

7 p. m.—Evening Session. Chicken barbecue. Promptly at 7.

Tuesday, March 26

9 a. m.—Fire Fighting Session. "How a City's Water Supply Affects Fire Fighting," by George D. Suter, Chief Engineer, Arkansas Fire Prevention Bureau.

9:45 a. m.—"Fighting Fires Before They Start," by Chief John Woody, Austin, Tex.

10:30 a. m.—Round Table Discussions. Ex-Chief T. W. Haney, Jacksonville, Florida, Chairman. Discussion limited to subjects relating to fire fighting.

11:30 a. m.—Business.

1:30 p. m.—"Cooperation of the Public, the Fire Department, and Insurance Companies," by Frank G. McElroy, Shreveport, La.

2:15 p. m.—Tour of inspection of the Shreveport Fire Department, Water Works, and Water Supply.

8 p. m.—Banquet, Washington Hotel.

10 p. m.—Dance.

Wednesday, March 27

9 a. m.—"How Modern Water Works Affects Insurance Rates," by W. T. Mayo, Commissioner Public Utilities, President Southwestern Water Works Association.

9:30 a. m.—"Modern Apparatus and Equipment," by Clarence A. Goldsmith, National Board of Fire Underwriters, Chicago, Ill.

10 a. m.—"An Educational Program for Firemen," by J. E. Taplin, Chief Fire Department, Blackwell, Okla.

10:30 a. m.—Business Session.

1:30 p. m.—Election of officers. Installation of officers.

No Aid if Town Is Left Unprotected

(*Continued from page* 196)

twenty-five miles distance. A 1000-gallon pumper was sent, but when five miles on its way a bearing burned out. The machine was then out of service. The only remaining piece of apparatus left, a smaller pumper, was immediately dispatched to the fire, leaving the city, one of more than 6,000 inhabitants, with several industrial plants with absolutely no protection whatever. Fortunately nothing happened during the absence of the department.

Some suggest a "Pay as You Go" plan. This plan calls for a deposit of three hundred dollars from each community desiring protection, as a guarantee that the services of the fire department will be paid for in case of a call for help. If no such amount is deposited, no assistance will be given.

The public safety director of St. Louis recently announced that no more fire equipment will be sent beyond the city limits because many property owners did not pay bills submitted to them. This order was later amended after many protests from rural sections. It is now necessary that rural property owners write a letter to the director, guaranteeing payment of all expenses incurred by the fire department in responding to any alarm they may send in.

In several of the states legislation has been enacted making it possible for rural sections to organize a fire district, distinct from any other political boundary, to purchase and maintain fire apparatus and other fire fighting facilities. This method of organization seems to have worked out very well. I have been told that in one such district last year a saving of more than $150,000.00 in property was effected.

During the past few years, twenty-seven fire districts have been organized; in Los Angeles County, California, each district has purchased and maintains a piece of standard fire fighting apparatus; in most instances a triple combination is in service.

This is a live issue in the State of Washington at the present time. A proposed measure known as "The County Fire Protection Act" has been drafted and is to be presented to the 1929 session of the legislature. It is hoped that it meets with the approval of our law making bodies.

Under present conditions, the benefits appear to be all in favor of the rural communities rather than to the city in providing rural fire protection.

*Abstract of paper presented at the convention of the Pacific Coast Association of Fire Chiefs.

Glendale, Cal., to Erect Central Station—An architect has been selected to draw plans for a central fire station for Glendale, Cal. The building will be erected at Orange near Harvard streets and will be three stories high. Construction will be financed by a $200,000 bond issue.

PROPOSED IMPROVEMENTS

Marion, Marion Co., Ohio.—Fire Chief T. J. McFarland again recommended in his annual report the erection of a new fire station in the east end of the city.

Troy, Miami Co., Ohio.—Fire department raised funds for purchase of uniforms and caps, helmets, etc. Homer Collins, Acting Chief.

University Heights (Mail Cleveland) Cuyahoga Co., Ohio.—Special election is being planned to vote on a $20,000 bond issue for purchase of fire apparatus.

Neville Island (Mail McKees Rocks) Allegheny Co., Penn.—Board of Township Commissioners of Township of Neville passed ordinance authorizing purchase of piece of fire apparatus for township fire department. Bids are being invited. W. A. Irvine, Pres. of Board.

Boston, Mass.—Mayor Nichols approved plans for erection of new fire station in Bowdoin Square. Estimated cost $300,000.

Elizabeth, Union Co., N. J.—Board of Fire Commissioners approved a recommendation of the committee on hydrants, for the installation of additional hydrants.

Dover, York Co., Penn.—Dover Fire Co. to hold meeting shortly to discuss advisability of purchasing new apparatus.

Johnson City, Washington Co., Tenn.—A bill has been passed in the Legislature authorizing issuance of fire bonds to the amount of $60,000.

Shorewood, (Mail Milwaukee) Milwaukee Co., Wis.—Village Board purchased a Peter Pirsch pumper and ladder truck, at $10,750.

Philipsburg, Center Co., Penn.—The purchase of a fire squad car for fire department was recommended at recent Council meeting.

Glendale, Prince Georges Co., Md.—Plans are being discussed by Glendale Fire Co. for erection of new fire station, according to reports. R. W. Fuman, Chief.

CONVENTION DATES

March 20—FIRE CHIEFS' EMERGENCY PLAN. Third Monthly Meeting, Fire Headquarters, Yonkers, N. Y. Secretary, Lieut. Revere, Fire Department, Larchmont, N. Y.

March 25-27—SOUTHWESTERN ASSOCIATION OF FIRE CHIEFS. 2nd Annual Convention, Shreveport, La. Secretary-Treasurer, Chief Tom Lyle, Okmulgee, Okla.

April 1-3—FLORIDA STATE FIREMEN'S ASSOCIATION. 4th Annual Convention, Key West, Fla. Secretary, F. C. Pfaender, Winter Haven, Fla.

April 11-13—ARIZONA STATE FIREMEN'S ASSOCIATION. 6th Annual Convention, Yuma, Ariz. Secretary, Chief W. J. Nemeck, Douglas, Ariz.

May, June or July—SOUTH CAROLINA STATE FIREMEN'S ASSOCIATION. 24th Annual Convention, Columbia, S. C. Exact date to be decided later. Secretary, Richard S. Hood, Sumter, S. C.

May 13-16—NATIONAL FIRE PROTECTION ASSOCIATION (International). 33rd Annual Meeting Memphis, Tenn. Technical Secretary, Robert S. Moulton, 60 Batterymarch Street, Boston, Mass.

May 27-30—OKLAHOMA STATE FIREMEN'S ASSOCIATION. 35th Annual Convention and State Firemen's Training School, Muskogee, Okla. Director of School, Chief J. E. Taplin, Blackwell, Okla. Secretary, Charles Slemp, 820 East 19th Street, Oklahoma City.

June—KANSAS STATE FIRE CHIEFS' AND FIREMEN'S ASSOCIATIONS. Tentative as to Conventions and first Fire School in Kansas, Newton, Kan. Exact date to be announced later. Secretary of both Associations, Chief K. D. Doyle, Wamego, Kan.

June—NEW YORK STATE ASSOCIATION OF FIRE CHIEFS. 23rd Annual Convention, Binghamton, N. Y., (Tentative, as final arrangements have not been perfected). Secretary, Chief James H. Golden, Fire Department, Cohoes, N. Y.

June—SOUTH DAKOTA FIREMEN'S ASSOCIATION. 13th Annual Convention, and Tournament. (Tentative) Hot Springs, S. Dak. Secretary, M. C. Sullivan, S. Dak.

June 3-5—OHIO FIRE CHIEFS' ASSOCIATION. 12th Annual Convention, Sandusky, Ohio. Secretary, Chief Philip I. Hardy, Fire Department, Youngstown, Ohio, Sheet and Tube Company.

June 7-8—DAUPHIN COUNTY FIREMEN'S ASSOCIATION. 11th Annual Convention, Harrisburg, Pa. Chairman Local Committee, W. L. Jauss.

June 10-12—SOUTH CAROLINA STATE FIREMEN'S ASSOCIATION. 24th Annual Convention, Columbia, S. C. Secretary, R. S. Hood, Sumter, S. C.

June 12-13—NORTHERN INDIANA INDUSTRIAL AND VOLUNTEER FIREMEN'S ASSOCIATION. 24th Annual Convention, Bremer, Ind. Secretary-Treasurer, Hugh Russell, Bluffton, Ind.

June 12-14—MARYLAND STATE FIREMEN'S ASSOCIATION. 37th Annual Convention, Lonaconing, Md. Secretary, George R. Lindsay, Hagerstown, Md.

June 15—LEBANON COUNTY FIREMEN'S ASSOCIATION. Annual Convention, Myerstown, Pa. Secretary, William I. Kutz, Box 233, Myerstown, Pa.

June 20-21—EASTERN ASSOCIATION OF FIRE CHIEFS. 2nd Annual Convention, Hotel Pennsylvania, New York City. Secretary, T. Howell Johnson, Room 602, Chamber of Commerce Bldg., Newark, N. J.

June 24-28—AMERICAN WATER WORKS ASSOCIATION. 49th Convention, Hotel Royal York, Toronto, Ont., Can. Secretary, Beekman C. Little, Rochester, N. Y. Office of Association, 29 West 39th Street, New York City.

June 25-27—NEW ENGLAND ASSOCIATION OF FIRE CHIEFS. 7th Annual Convention, Hotel Taft, New Haven, Conn. Exhibits, Second Regiment Armory. Secretary-Treasurer, Chief John W. O'Hearn, Watertown, Mass.; Chairman, Exhibits, Chief John S. Pachl, Annex Fire Department, New Haven; Traffic Manager, Geo. F. Cobb, Boston.

July 9-11—MICHIGAN STATE FIREMEN'S ASSOCIATION. 55th Annual Convention, Sault Ste. Marie, Mich. Secretary, H. L. William, Luddington, Mich.

July 9-12—DOMINION ASSOCIATION OF FIRE CHIEFS. 21st Annual Convention, Coburg, Ont. Secretary, Chief James Armstrong, Kingston, Ont.

July 10-11—DELAWARE VOLUNTEER FIREMEN'S ASSOCIATION. 9th Annual Convention, Wilmington, Del. Secretary, Sam H. Carson, Dover, Del.

July 15-16—MONTANA STATE FIREMEN'S ASSOCIATION. 38th Annual Convention, Butte, Mont. Secretary-Treasurer, D. E. Moser, Bozeman, Mont.

July 17-19—INDIANA FIREMEN'S ASSOCIATION. 12th Annual Convention, Gary, Ind. Secretary, Clem Smith, Fire Headquarters, Terre Haute, Ind.

August—IDAHO FIREMEN'S CONVENTION. Tentative, August or September, Idaho Falls, Ida. Secretary-Treasurer, Earl Heath, Idaho Falls.

August—MAINE STATE FIREMEN'S ASSOCIATION. 2nd Annual Convention (tentative, exact time to be announced later), Waterville, Me. Secretary, Earl E. Pratt, Fire Department, Auburn, Me.

August—UTAH STATE FIREMEN'S ASSOCIATION. 22nd Annual Convention (tentative, to be decided later), Tooele City, Utah. Secretary, Harris E. Anderson, Fire Headquarters, Salt Lake City, Utah.

Aug. 7-9—CALIFORNIA STATE FIREMEN'S ASSOCIATION. 7th Annual Convention, Fullerton, Cal. Secretary-Treasurer, H. E. Strasser, 1171 Tenth St., San Diego, Cal.

Aug. 7-9—SOUTHWESTERN ASSOCIATION OF VOLUNTEER FIREMEN OF NEW YORK. Annual convention, Falconer, N. Y. Secretary, Royce Alden, Falconer, N. Y.

Aug. 16-17—CONNECTICUT STATE FIREMEN'S ASSOCIATION. 46th Annual Convention, Plaza Theatre, East Hartford, Conn. Secretary D. W. Harford, South Norwalk.

Aug. 20-23—FIREMEN'S ASSOCIATION STATE OF NEW YORK. 57th Annual Convention, Saranac Lake, N. Y. Secretary, Fred A. Davis, Fort Edward, N. Y.

Aug. 26-28—NEW MEXICO STATE FIREMEN'S ASSOCIATION. 7th Annual Convention, Gallup, N. M. Secretary-Treasurer, Theodore A. Rosenwald, Albuquerque, N. M.

Aug. 28-30—VIRGINIA STATE FIREMEN'S ASSOCIATION. 43rd Annual Convention, Lexington, Ky. Secretary, E. K. Landis, Pulaski, Va.

Sept. 3-5—KENTUCKY STATE FIREMEN'S ASSOCIATION. 1st Annual Convention, Ashland, Ky. Secretary, Captain S. G. Render, 303 Speed Bldg., Louisville, Ky.

Sept. 9-11—ARKANSAS STATE FIREMEN'S ASSOCIATION. 8th Annual Convention, Camden, Ark. Secretary-Treasurer, H. D. Compton, Central Fire Station, Little Rock, Ark.

Sept. 10-12—ILLINOIS FIREMEN'S ASSOCIATION. 42nd Annual Convention, Joliet, Ill. Secretary, Assistant Chief Roy W. Alsip, Fire Department, Champaign, Ill.

Sept. 17-18—IOWA STATE FIREMEN'S ASSOCIATION. 52 Annual Convention, Red Oak, Ia. Secretary, E. E. Parsons, Marion, Ia.

Sept. 18-19.—MISSOURI ASSOCIATION OF FIRE FIGHTERS (Consolidated with former Missouri State Association of Fire Chiefs). Annual Convention, Jefferson City, Mo. Secretary, M. J. Mulvoy, 3500 S. Grand Boulevard, St. Louis, Mo.

Sept. 20-21—NEW JERSEY STATE FIREMEN'S ASSOCIATION. 52nd Annual Convention, Atlantic City, N. Y. (Tentative date, to be definitely set later by Executive Committee). Secretary, William Exall, Room 602, Chamber of Commerce Bldg., Newark, N. J.

Oct. 1-3—FIREMEN'S ASSOCIATION OF THE STATE OF PENNSYLVANIA. 50th Annual Convention, Hotel Roosevelt, Pittsburgh, Pa. Secretary, Charles E. Clark, P. O. Box 217, Wayne, Pa.

Oct. 22-25—INTERNATIONAL ASSOCIATION OF FIRE CHIEFS. 57th Annual Convention, Hotel Tutweiler, Birmingham, Ala. Exhibits, City Auditorium. Recording Secretary, Chief James J. Mulcahey, Yonkers, N. Y.; Executive Secretary, Jay W. Stevens, 113 Merchants Exchange Bldg., San Francisco, Cal.; Chairman, Exhibit Committee, Chief Selden R. Allen, Brookline, Mass.

Court Says Fire House is Not Nuisance

(*Continued from page* 182)

mental duties are such acts of municipal employes that are solely for the public benefit.

In the recent case of City of Harlan vs. Peaveley, 6 S. W. (2) 270, a higher Court explained why a city is not liable for injuries or damages resulting from governmental functions, saying:

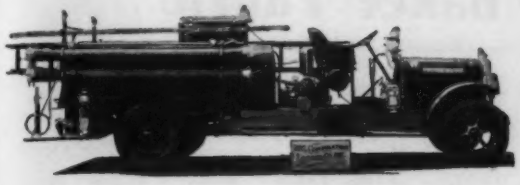
"The reason for exemption a municipality from damages for injuries inflicted in the performance of its governmental functions is one of public policy, to protect public funds and public property. Taxes are raised for certain specific governmental purposes; and, if they could be diverted to the payment of damage claims, the more important work of government, which every municipality must perform regardless of its other relations, would be seriously impaired, if not totally destroyed. The reason for the exemption is sound and unobjectionable."

Here is the Latest in Fire Alarms

Returning from a hunt, a man hung his gun on the kitchen wall with the idea that gun was not loaded. This time it was lucky for the huntsman that it was. He was awakened by a gun report that night. Fire had broken out in the kitchen and discharged the bullet. The blaze was extinguished before much damage was done.

Apparatus Ordered for Dodge City, Kans.—A Pirsch pumper has been ordered for Dodge City, Kans. This improvement was recommended by the Kansas Inspection Bureau.

Medina, O., May Have Paid Firemen—Plans are under way to pay the volunteer firemen of Medina, Ohio, so that the men will receive the protection of the state's compensation system and have some protection in case of accident or death.



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High-speed ball-bearing motor . . . ten-inch fan . . . micrometer fit . . . absolute balance . . . no wonder traffic and pedestrians blocks ahead know the apparatus is coming when the Big Chief speaks.

Pedestal, bar or dash bracket; cable, lugs, heavy - duty switch; complete $90 f.o.b. Rochester.

The Sterling Siren Fire Alarm Co., Inc.

61 Allen St.

Rochester, N. Y.

Prominent Fire Chief says —

City of Macon, Georgia

Office of Chief of Fire Department

January 25, 1929.

Fulton Bag & Cotton Mills,
P. O. Box 1736,
Atlanta, Ga.

Gentlemen:

Sometime in February 1928, I purchased ten #201 "Shuredry" Salvage Covers from your Company. I felt at the time that the use of these covers would prove profitable in the saving from loss and damage by water in our department, and I want to state that I made no mistake in getting them, for since they have been in service they have been the direct cause of many thousand dollars being saved.

We have been very highly complimented on the wonderful saving on furniture and other contents, also further damage from rain after a fire, by covering the roof where fire occurred until repairs could be made.

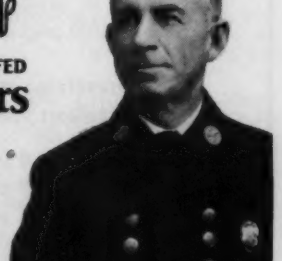
I want to go on record as recommending these covers to all Fire Departments interested in keeping down losses from water.

Our first accident to any of the covers was on July 22nd, when a hole was snagged in one of the covers while being removed from a house top.

Referring to my file I find that you furnish a Little Bear Cement for mending purposes. I wish that you would send me a can of this cement, also some of the cover material, as I think it better to use the same material as that in the salvage cover.

Trusting that the heads of other Fire Departments will soon realize the great saving made possible by the use of "Shuredry" Salvage Covers, I remain

Yours truly,
Henry J. Williams
Chief, Macon Fire Department.



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WATERPROOFED
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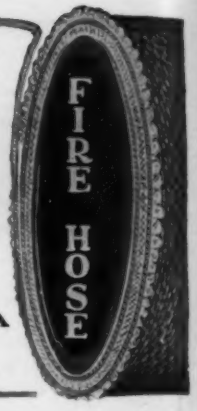

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FIRE HYDRANTS
FIRE APPARATUS

Waterous Dependable

Send for our Complete Catalog
Agents in Principal Cities

WATEROUS COMPANY
St. Paul, Minnesota

FIRE DEPARTMENT ACTIVITIES

Pumper Bought by Hazleton, Pa.—Hazleton, Pa., has ordered a Hahn pumper for $7,000.

Yorkville, O., Considers Fire Protection—Yorkville, Ohio, has purchased fire apparatus.

Holbrook, Mass., May Buy Apparatus—Holbrook, Mass., is considering the purchase of fire apparatus.

Clinton, Mass., to Buy Pumper—Clinton, Mass., has voted to purchase a pumper.

Auburn, Mass., to Purchase Apparatus—Auburn, Mass., will purchase a combination apparatus.

Iowa City Firemen May Get Increase—It is possible that the 1930 budget of Iowa City, Ia., may include provisions for an increase to pay for members of the fire department.

Mt. Vernon May Postpone Action—The mayor of Mt. Vernon, N. Y., has urged the community to postpone action on the purchase of property for a central fire station.

Firemen of Phelps, N. Y., to be Insured—The village of Phelps, N. Y., has insured the volunteer firemen while fighting fires.

Williamsport, Pa., to Buy Apparatus—Williamsport, Pa., is to purchase apparatus to replace the one wrecked in an accident.

Fond du Lac, Wis., Has New Pumper—A 500-gallon pumper has been delivered to Fond du Lac, Wis. The apparatus will be housed in No. 5 station.

Beverly, Mass., May Buy Pumper—In his annual report, Chief Robert H. Grant of Beverly, Mass., has recommended the purchase of a 1,000-gallon pumper.

Carver, Mass., May Erect Fire House—Carver, Mass., is considering the erection of a fire house and the purchase of fire apparatus.

Portland, Me., to Have New Apparatus—Three new pumpers and an aerial ladder will be placed in service in Portland, Me., in June.

Saugus, Mass., May Erect Central House—Saugus, Mass., is considering the construction of a new central fire station that will cost $40,000.

Marblehead, Mass., Has Suspicious Fires—The state fire marshal has been asked to investigate a series of suspicious fires in Marblehead, Mass.

Yreka, Cal., Wants New Firehouse—The fire department of Yreka, Cal., has asked the council to finance the erection of a firehouse estimated at $25,000.

Laurel, Mont., to Need Apparatus Soon—It is generally believed that the present apparatus of Laurel, Mont., is in poor condition and that new apparatus will be needed soon.

Dallas May Increase Pension Fund—Proposals have been made whereby Dallas, Tex., will increase its pension fund until it contains $1,000,000.

Kingston, N. Y., Ends Horse-Drawn Days—Kingston, N. Y., has placed on sale all of its old harness and sleighs that were used when the apparatus was drawn by horses.

Uniontown, Wash., to Purchase Chemical Car—Uniontown, Wash., is to purchase a chemical car to fight fires in rural sections not provided with water protection.

Pumper Added to New Castle, Del.—A new pumper was officially housed at New Castle, Del. Chief Lutz of Wilmington and representatives of seven other departments were present.

Burlington, Ia., to Revise Rules—The Civil Service Board of Burlington, Ia., are revising the rules drafted to govern the fire department.

Beaverdale, Ia., Opens New Station—A new fire station has been opened in Beaverdale, Ia. Four firemen will be stationed there.

Bronxville, N. Y., Delays House Plans—Action on the purchase of land for the site of a fire house for Bronxville, N. Y., will be delayed and the matter will not be submitted to the voters until March 26.

Lebanon, Pa., May Bid for Convention—Members of the companies in Lebanon, Pa., met to consider whether a bid should be made for holding the 1930 state firemen's convention in Lebanon. Last year the community lost to Pittsburgh.

Fire House Suggested for Hamilton, O.—A new fire house has been recommended for Hamilton, Ohio. Present plans are to sell two old fire houses to finance the construction of the new building.

Thirteen Men Added to Boston Department—Thirteen men have been appointed members of the Boston Fire Department. In addition, Comm. Hultman has announced the transfer of fourteen men.

Canton, O., to Disregard Mayor's Veto—The council of Canton, Ohio, has passed an ordinance to issue $13,000 bonds for the purchase of fire apparatus, after the measure had been vetoed by the mayor.

Plans Made for California Convention—A number of committees have been appointed for the detail work incidental to the convention of the California State Firemen's Association to be held in Fullerton, August 7-9.

Akron, O., Has Department Shake-up—A department shake-up, affecting forty men, took place in Akron, Ohio. Many men assigned to engine companies were changed over to truck companies and vice versa.

Los Angeles Has New Site for House—Los Angeles, Cal., has accepted a sixty-foot lot in the Pacific Boulevards section, as a site for a fire station, and as soon as plans are completed, the city will spend $22,000 for a building.

Apparatus Can Not Be Used to Wash Basins—The Rocky Mountain Fire Underwriters informed the city council of Greeley, Col., that the fire apparatus can not be used indefinitely to wash the city reservoirs, and that other means to do this work must be provided.

Lima, O., Buys Two Pumpers—Lima, Ohio, has ordered two Ahrens-Fox pumpers and delivery is expected the end of this month. The city expects to purchase an aerial ladder truck soon.

Yonkers, N. Y., to Aid Other Towns—Chief Mulcahey of Yonkers, N. Y., is trying to develop a plan of closer cooperation with the nearby communities so that every community will be protected in case of conflagration.

Ten Men to be Appointed in Yonkers, N. Y.—The first ten men on the list of eligibles for firemen in Yonkers, N. Y., will probably be appointed by July 1, according to a report. The old firemen's list expired a few weeks ago.

Virginia Firemen Plan for Convention—Officers of the Virginia State Firemen's Association are making plans for the annual convention that will be held this year in Lexington, the last week in August.

Newburyport, R. I., May Have Civil Service—Mayor "Bossy" Gillis of Newburyport, R. I., appeared before the state legislature to speak in favor of a bill to place the chief and assistant chief of the department under civil service.

New House Opened in Chicago—A $200,000 fire house was formally opened in Chicago with an automobile parade and flag raising ceremony. Members of a civic organization presented a radio and a complete kitchen outfit for the men of the new station.

Insurance Men Honor Chief Delfs—Chief Delfs of Lansing, Mich., was tendered a dinner by the insurance men of that city to commemorate the twenty-fifth anniversary of his appointment as chief. He was presented with a wrist watch. The Elks and Knights of Columbus lodges sent flowers.

New Fire Hose Dedicated in Uxbridge, Mass.—A banquet was arranged in Uxbridge, Mass., to mark the dedication of a new three-door station erected according to plans made by George Ernest Robinson, architect of Boston. The building is two stories high and will be occupied by a pumper and a hose wagon.

Utica Officers Ask for More Pay—Officers of the fire department in Utica, N. Y., made a request for an increase in pay: chief, $4,000 to $4,500; deputy chief and chief inspector, $2,700 to $3,200; three deputy chiefs, $2,300 to $2,800; superintendent of telegraph, $2,300 to $2,800; captains, $2,150 to $2,500, and lieutenants, $2,050 to $2,475.

Miami, Fla., Reduces Speed of Apparatus—Apparatus responding to a fire in Miami, Fla., will be held to a speed of thirty-five miles an hour by means of governors installed on the machines. This order followed an accident in which an automobile and fire apparatus crashed. Two persons were killed as a result.

FALSE ALARMS

Drawing by "Art" Espey

Ex-Fireman who is owner of a gasoline station, and who is also known for his absentmindedness:

"It's lucky this hose is right handy."

BETTER STILL

The reporter peeped into the fire house on his way to the office. Although it was early in the evening, nothing could be heard from the men upstairs. Not even Jim was singing.

The reporter said to the desk man, "Jim's singing pleases me more than ever."

"Why? He hardly sings at all any more."

To learn all about your friend have him take a sea trip. The ocean will bring out all that's in him.

WHILE HE WAITED

Two firemen from different stations met on the corner and started talking, but at last one broke off the conversation.

"I must be going now. Tom is down to the station with his finger on a burst pipe while I am supposed to locate a plumber."

PURELY CHARITY

"Do you know that clerk in the chief's office? Well he robbed the fire department today."

"What!"

"Yep! He just got his first month's pay for doing nothing."

What the Lord giveth, the installment man taketh away.

POSSIBLY IN 1990

The following incident might happen. It might!

"Will you please drive to one side?" asked the fireman who was rushing down a narrow street.

The truck driver promptly pulled his team to one side.

"Thank you ever so much," beamed the fireman with a smile.

"You're very welcome," responded the truck driver, "but you must pardon my seeming carelessness. I had no idea you were in such a hurry."

"Oh, Mamma, it tells here about a man at large who is criminally insane, is wanted for murder, has moronic tendencies and what is more, is wanted for arson."

"Now you put that paper down. And don't you ever let me catch you reading political speeches again."

MAYBE HE WAS RIGHT

Every industry had its share of employees on the sick list during the present flu epidemic, and *The Herald* was no exception. A reporter who was generally sent out to cover fire stories was asked to serve for a while as society editor, until the regular editor returned. That accounted for the following brief item:

"It has been reported that Mr. and Mrs. J. Archibald Smith will soon announce the engagement of their alleged daughter to a college class mate."

WHY WORRY?

The maid rushed into the professor's study and without any semblance at manners shouted, "Professor, the next room is on fire."

The professor kept on with his work.

"Why worry me? Am I in the next room?"

MONEY AGAIN

When the mayor decides to make his infrequent visits to the fire chief, the men know that the busy sign is to be hung outside the chief's door. But some persons, as for example Mandy, did not stop for such a trivial thing.

She appeared at headquarters in all her glory.

"I'se want to see Chief Hamlin."

"The chief is engaged," replied the fireman.

"Go 'long, boy. Ah don't want to marry him. Tell him his washlady wants huh money."

A dollar a day keeps the prohibition officer away.

A TRUE ACCOUNT

The annual fire department ball was a gala affair. Most every one who was a "who's who" was there. The ball room was crowded with pretty girls in the modern abbreviated costumes. The event had its share of publicity.

But when the editor read the account, he called the guilty reporter for consultation. He shouted:

"What do you mean by writing 'Among the prettiest girls present was Chief Blazer'?"

The reporter answered, "That's right, sir. That's where he was."

There's nothing more pathetic than a horsefly on a radiator.

OUT OF TURN

The minister who spoke at the Firemen's Memorial Services failed to consider the clock when he lauded the firemen. Some of the men started to sleep. At the conclusion of his eulogy the minister asked:

"Captain Lester, will you lead us in prayer?"

No response.

This time he repeated his request, but much louder:

"Captain Lester, will you lead—"

The officer looked up in bewilderment and shouted:

"Lead yourself—I just dealt."

"Let's start a fire prevention company."

"But supposing that there aren't any fires to prevent?"

"Then, we'll set some."

Courtesy, New York Evening Post

Window Cleaner: "Can I Help You Out, Chief?"

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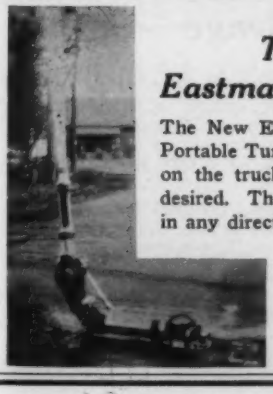

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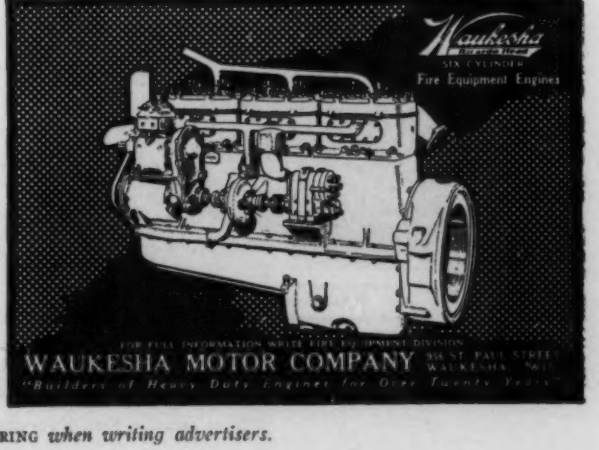
Samuel Eastman Co.
Concord, N. H.



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3 Four bearing pump shafts.
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The design of Hale pumps has been perfected through fifteen years of active experience, and has resulted in a rugged, highly efficient product.

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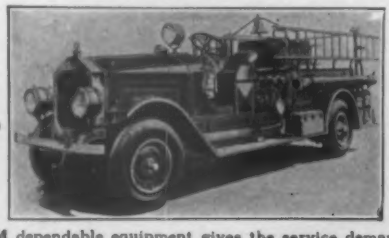

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Whenever you are in the market for new equipment you naturally want to get complete information from all reliable manufacturers before you place the orders for your department.

This page is a feature of every issue to make it convenient for you to get all this information without cost to you and without placing you under any obligation whatever to buy from any particular manufacturer.

You only have to run down the list of equipment and mail in the coupon below with your name and address and the numbers that indicate what you are interested in and we will then have the leading manufacturers of this equipment send you complete information direct—so why not let us help you get what you want? We are glad to be of service. Help yourself.

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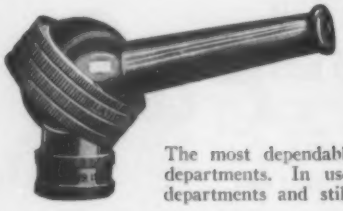

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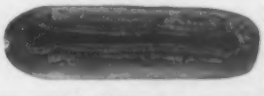

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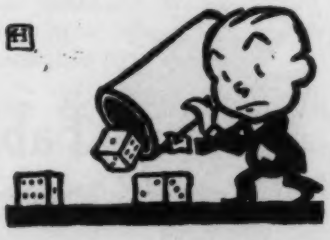

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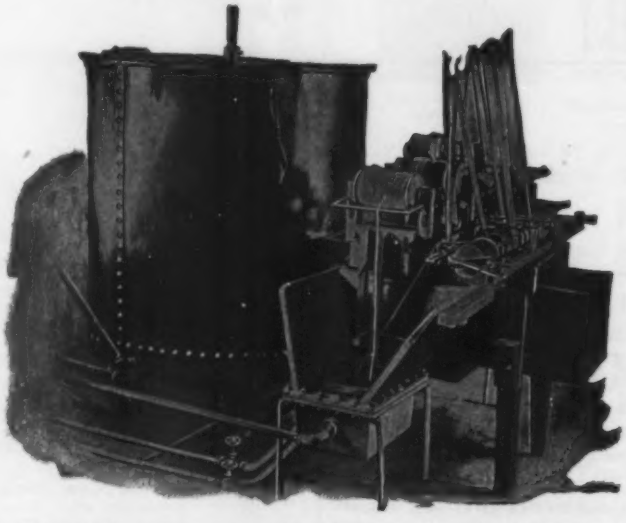

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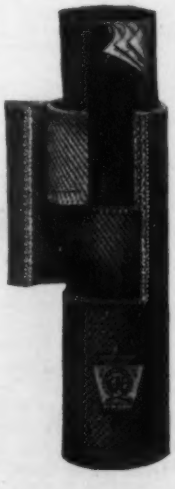

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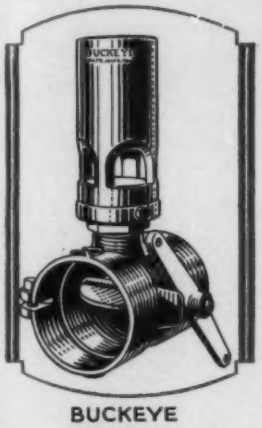
They can *HEAR* you and *SEE* you coming!



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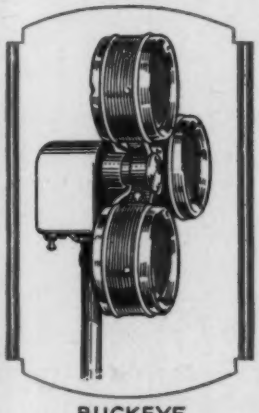

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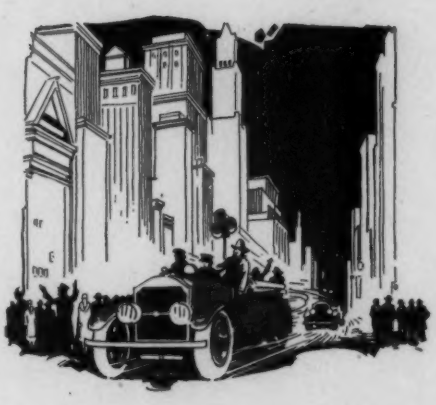

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In progressive cities where safety and efficiency are important factors you hear Buckeye Whistles. There is a reason. Ask the Chief why.

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